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# M26 Pershing

David Doyle

Walk Around®
Color Series

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Don Greer 2008

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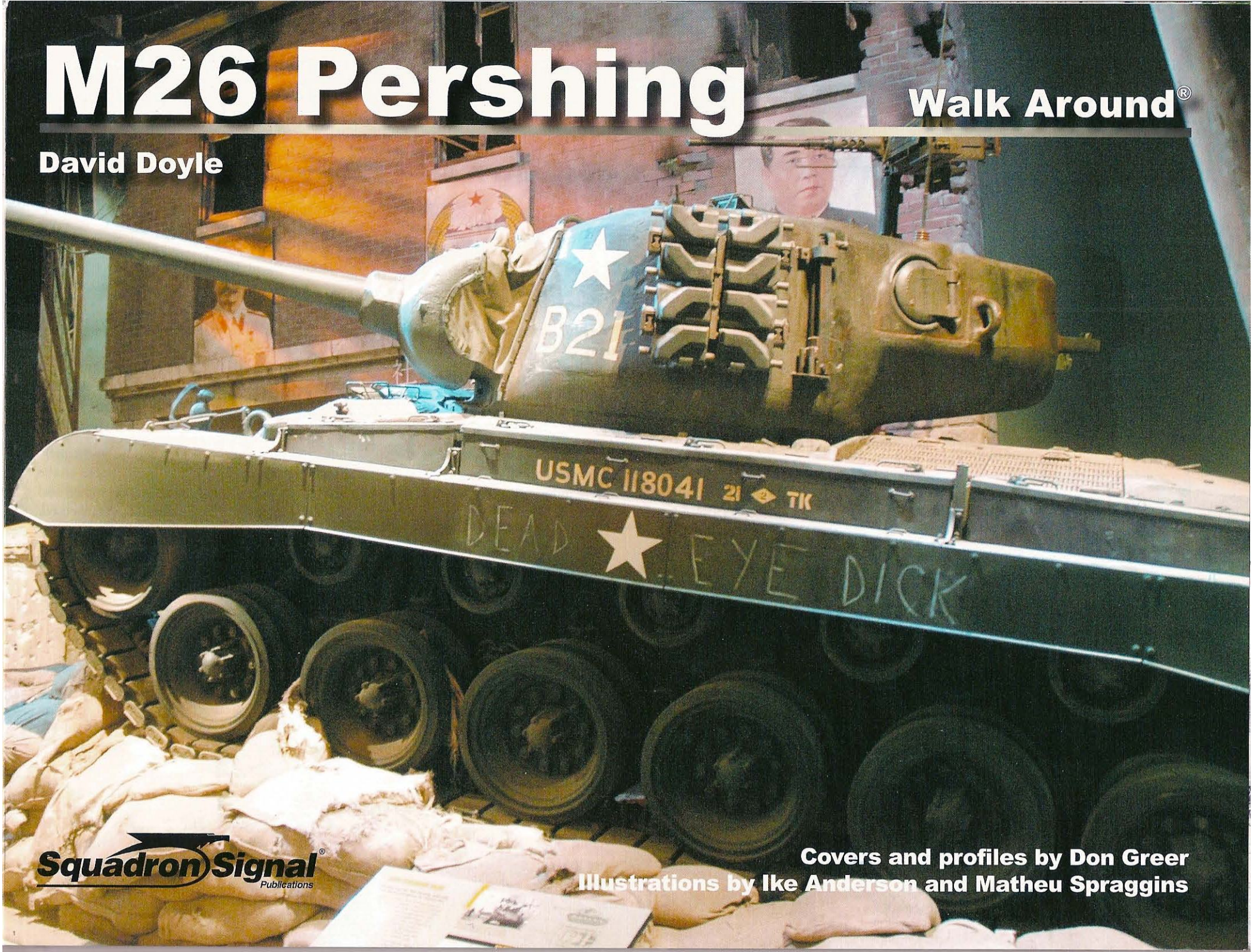



Squadron Signal® Publications

Covers and profiles by Don Greer
Illustrations by Ike Anderson and Matheu Spraggins

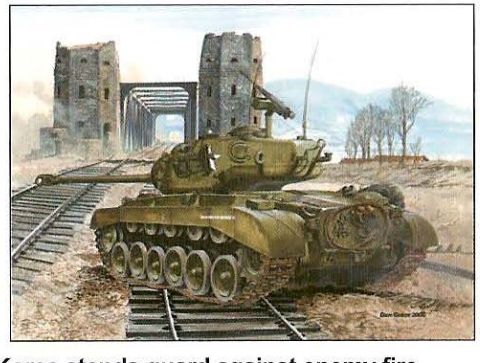
# Introduction

By early 1942, American Sherman tanks proved they were no match for their German adversaries. At the time, U.S. battle doctrine dictated that U.S. tanks would not fight opposing tanks. This job was left to Tank Destroyer units, but the German forces refused to adhere to this plan. To counter German strategy, a number of different models that used various chassis, turret, and gun combinations were tested. This testing led to the "heavy" tank designs, T25 and T26. The T26 received higher priority, but inter-service squabbling caused a two-year delay in the tank's development. In 1945, the T26 evolved into the T26E3[1] and finally saw combat.

After a few new test tanks were built, the U.S. Army Armored Command showed concerns about the larger size of the T26 "heavy" tank and whether transportation and bridge clearances would pose problems. Ultimately, the Armored Command said they would win or lose the war with the M4 Sherman. However, Army Ground Forces requested 1,000 new T26 tanks, but they wanted weaponry changes and preferred having a 76 mm gun rather than the 90 mm gun on the T26. By 1944's end, Armored Command still showed no interest in the new tank, but they wanted the 90 mm gun from the T26E3 as their anti-tank gun.

Another hurdle the T26E3 encountered in its adoption was the Army Ground Force's policy for new equipment adoption. This policy did not allow the Army Ground Force to adopt new equipment until the Armored Board had tested the equipment's battle worthiness.

1 The M26 was designated T26E3 when it was classified as "Standard" in March 1945.



**(Front Cover) A Pershing near Yongsan in Korea stands guard against enemy fire.**

**(Back Cover) *March 1945.* An M26 Pershing guards the eastern end of the Ludendorf bridge over the Rhine River in Germany, two days after the bridge's capture. The Pershing's heavy weight and wide dimensions did not allow it to cross over the bridge. Five barges were improvised, and on 12 March, 1945, the Pershings were ferried to shore.**

**(Title Page) The National Museum of the U.S. Marine Corps displays *Dead Eye Dick* in a lifelike setting on Korean ground. Though first fielded by the army during WWII, U.S. Army and Marine troops fought with the Pershing in Korea. In both wars, the tank proved a match for German- and Soviet-produced adversaries.**



# About the Walk Around/On Deck Series

The Walk Around/On Deck series is about the details of specific military equipment using color and black-and-white archival photographs and photographs of in-service, preserved, and restored equipment. "Walk Around" titles are devoted to aircraft and military vehicles, while "On Deck" titles are devoted to warships. They are picture books of 80 pages, focusing on operational equipment, not one-off or experimental subjects.

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# Acknowledgements

This book would not have been possible without the generous help of many friends and preservationists. Chris "Toadman" Hughes provided photos taken at the Military Vehicle Technology Foundation. Scott Taylor sent an assortment of photos of a rare T26E4. Rob Ervin and Rory Clarke photographed the early T26E3 on display at Camp Mabry, Texas. Fred and Lani Ropkey allowed me to crawl in, over, under, and through their Pershing at the Ropkey Armor Museum, and Skip Warvel, head preservationist at the facility, answered my questions. The Patton Museum staff at Fort Knox supplied historic photos from the Richard Hunnicutt collection and gave me access to several Pershings in the museum collection. Researcher Joe DeMarco provided needed answers to my questions. As always, Denise helped me with the photo shoots and proofreading, and most of all, gave me words of encouragement when I needed them most. Thank you.

The Army Ground Force felt diverting production, supply, and training resources on untried systems could extend the war. Though Major General Barnes, head of Ordnance Research, advocated sending 20 Pershings to Europe for field trials, the Army Ground Forces opposed this action. Barnes threatened to take the matter to General George C. Marshall, the U.S. Army's Chief of Staff. The T26E3 tanks received shipment authorization to the European Theater of Operations in February 1945.

The field trials were dubbed the ***Zebra Mission***. Twenty tanks were divided between the 3rd and 9th Armored Divisions, which were both components of Bradley's 12th Army Group. Two hundred Pershings reached Europe before the end of the war. The tanks that made their way to the battlefield immediately proved their effectiveness by consistently besting their adversaries. Sadly, the two years of indecision by policy-makers cost many U.S. tankers their lives on the European battlefield.

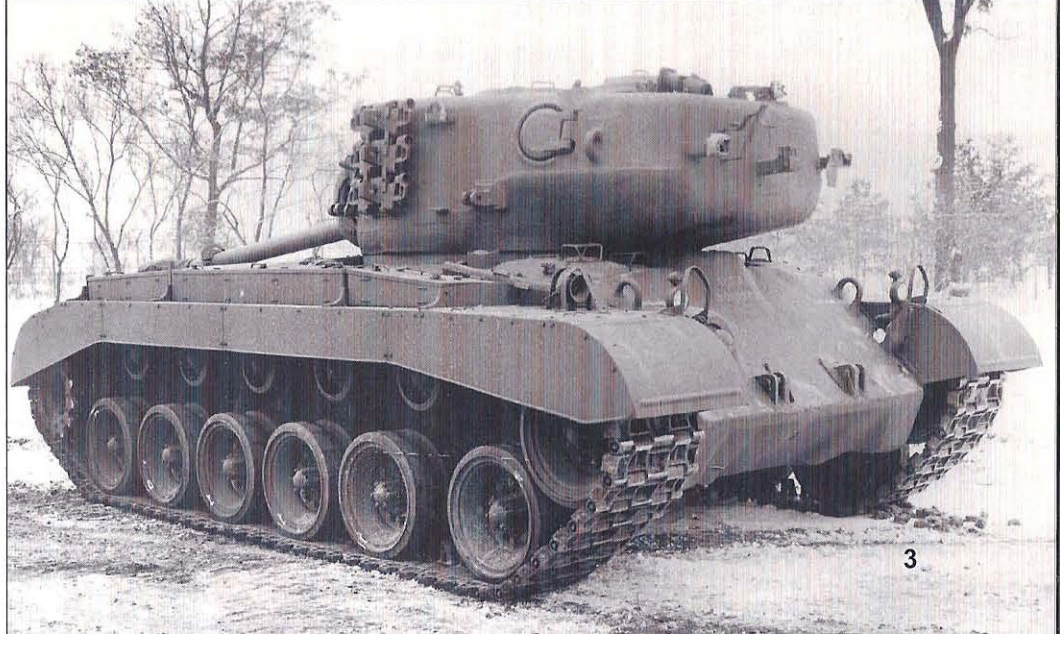
The M26's basic design formed the basis for a long line of tanks such as the M46, M47, M48, and M60. These tanks served the U.S. armed forces for 40 years. Pershing production continued for two years after WWII ended at Chrysler's Detroit Tank Arsenal and the Fisher Body Division GM Grand Blanc Tank Arsenal. In total, approximately 2,350 M26 tanks were produced.

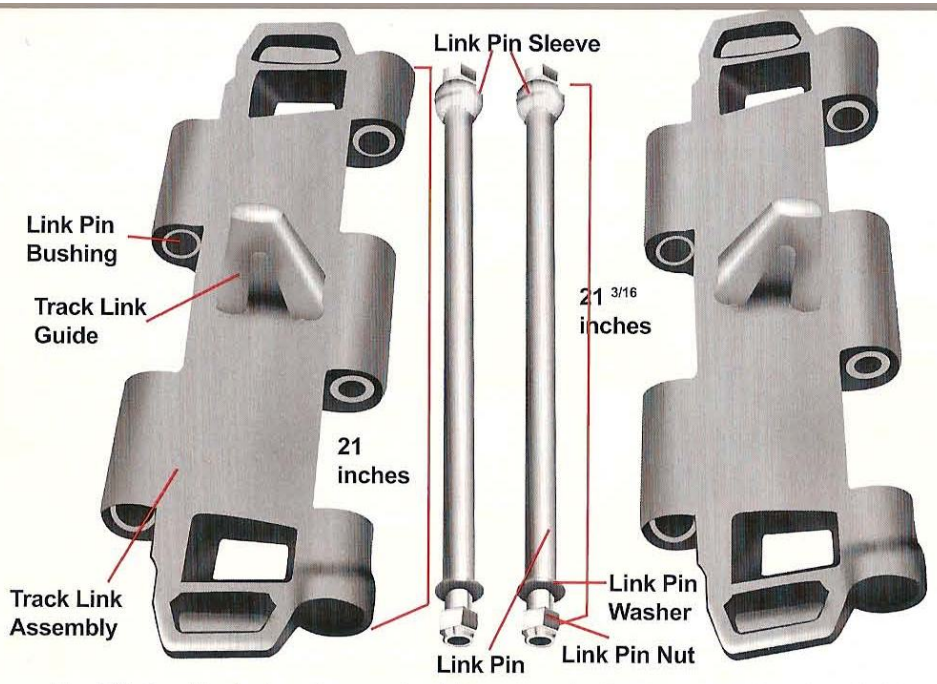
After WWII, the Pershing received a series of upgrades. The M26A1 received an improved main gun. The M46 Patton was a Pershing repowered with a Continental AV-1790-3 engine and crossdrive transmission that replaced the Ford GAF and Torqmatic transmission. These upgraded tanks and WWII-style Pershings proved themselves in Korea when they faced down Soviet-built T-34s.

**The Pershing was the United States' most formidable tank during WWII. Known as the T26E3 Heavy Tank at the time, the Pershing was armed with a 90 mm gun to provide better protection.**

**Unlike most U.S. tanks at the time, the Pershing drove from sprockets placed at the rear of its hull rather than the front. This 92,355-pound Pershing traverses a 36-inch wall during tests at Aberdeen Proving Ground in Maryland.**

*February 1945.* **This Pershing, equipped with T81 single pin tracks, is at the Tank Arsenal. The Pershing had both single pin and double pin tracks. The single pin tracks used on this tank also were used on the sole T26E4 sent to Europe. (Patton Museum)**






The T81 track's designation evolved from the single pin connecting to adjoining links that engaged each other. (Patton Museum)

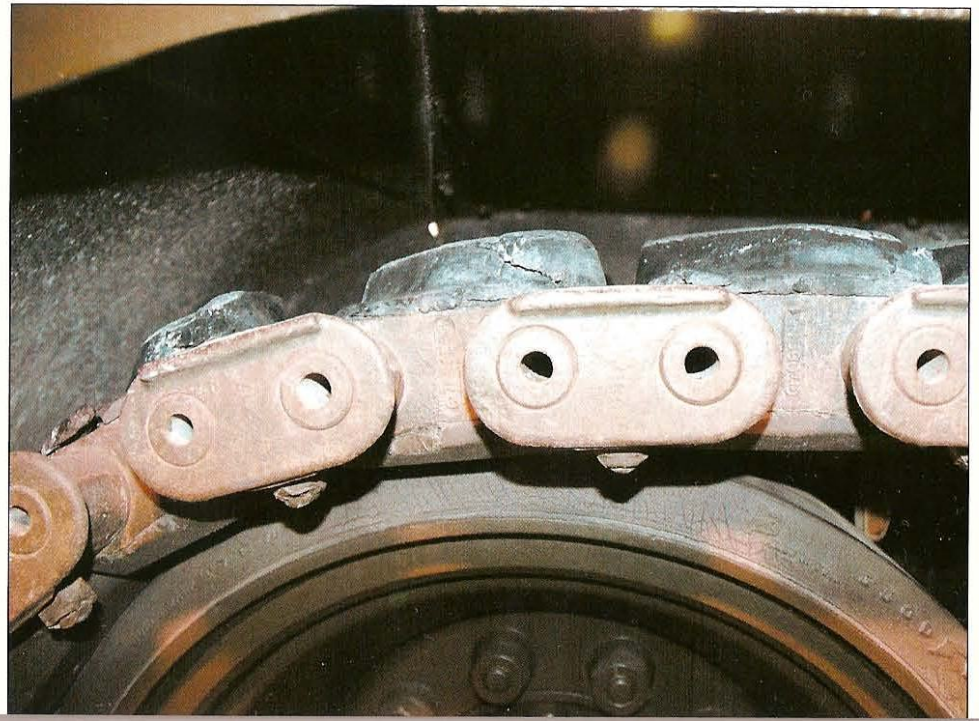
Each track consisted of 82 links. The track wrapped around six road wheel stations, an idler, five return rollers, and the drive sprocket. (Rob Ervin)

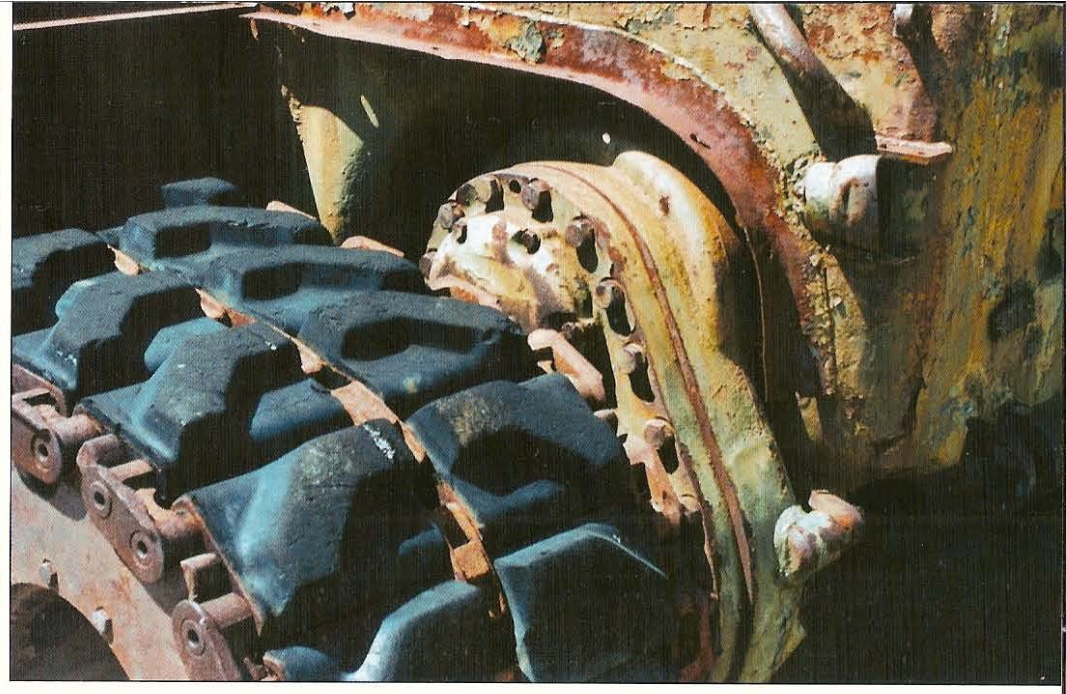
This T80E1 track features a steel chevron tread pattern. When not frequently driven, the chevron's shiny contact surface quickly rusts. (Rory Clarke)

This tank undergoes wartime tests at Aberdeen Proving Ground and is equipped with the T80E1 track, which was a double pin track with steel tread surface. (Patton Museum)

Commonly found on the M46, the T84E1 rubber chevron, double pin track also fit the Pershing. Rubber track wears rapidly on hard surfaces, and this track is well worn.

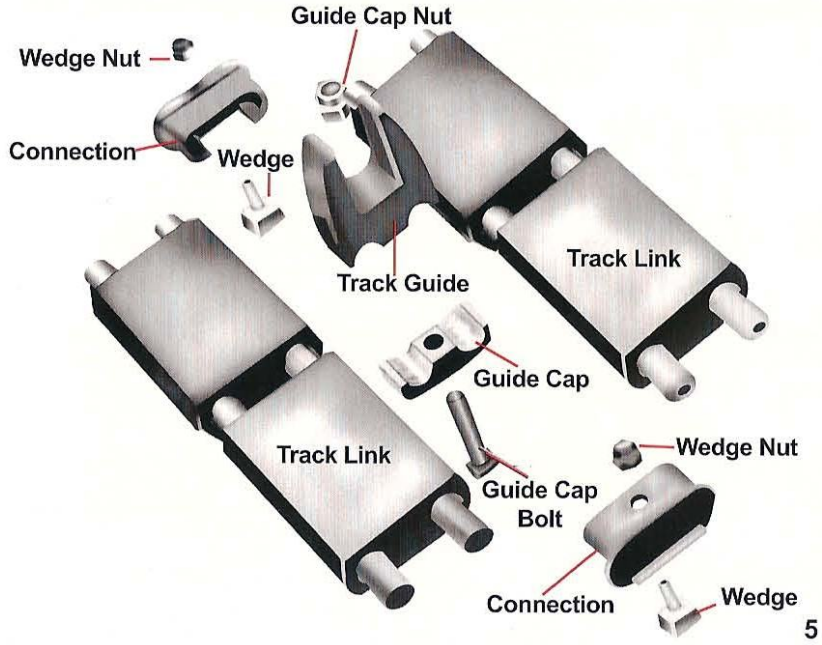
Although extended end connectors were manufactured for the T80E1 and T84E1 tracks, extended connectors were not normally installed on the Pershing. The normal 23-inch wide, double pin track gave the tank a 12.5 psi ground pressure.

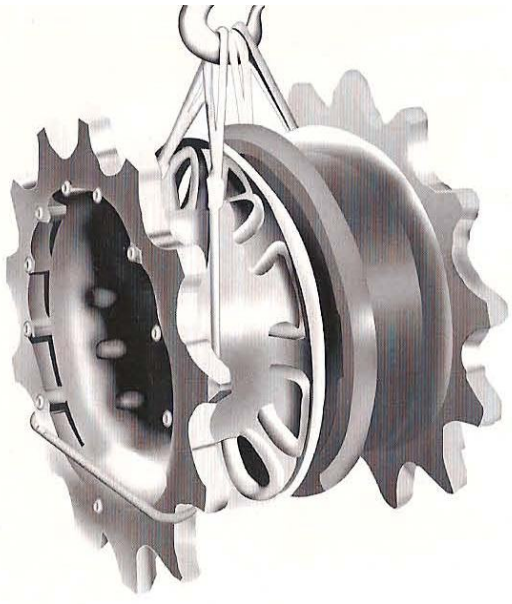




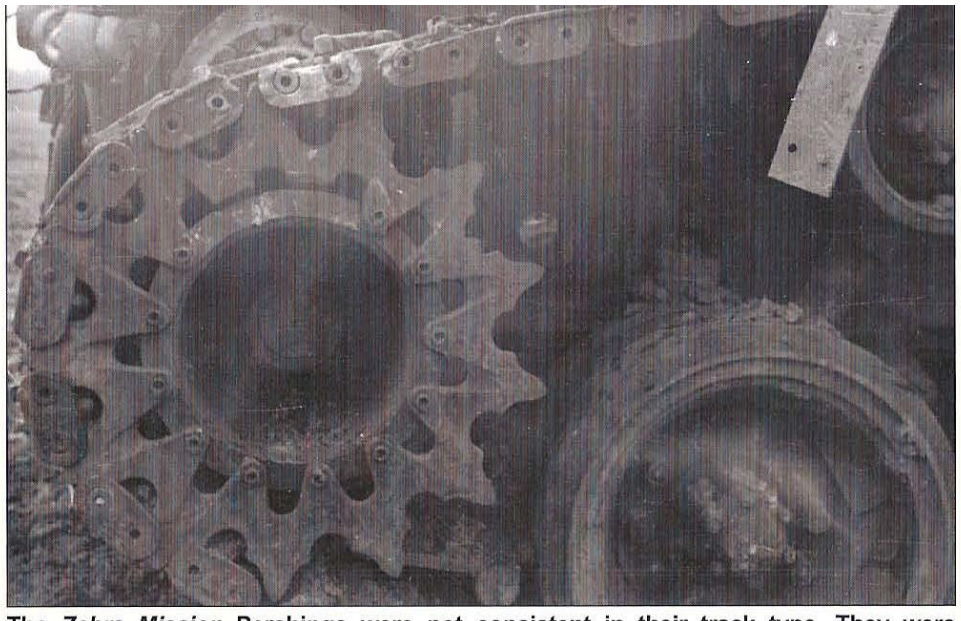
The rubber chevrons taper up from the track surface, which helped the track clear itself of mud with more ease than tread that was perpendicular to the track's surface. With the rear fender removed, the hull's final drive attachment clearly shows.

Double pin track links do not engage each other. The end connectors, track guide, and guide cap secure the links together. (Patton Museum)





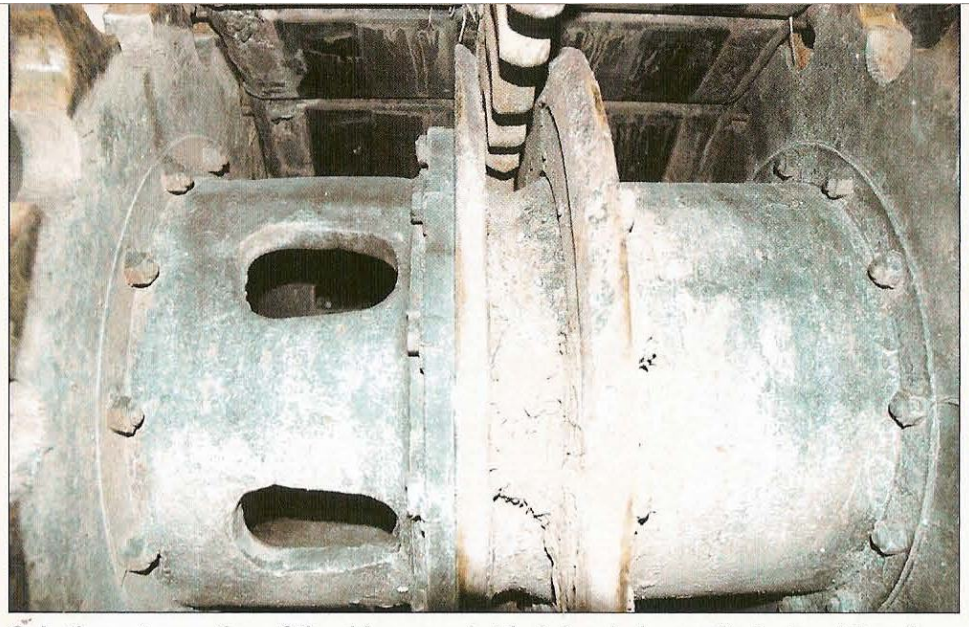
Three types of 13-tooth drive sprockets appeared on various Pershing models. The pilot models used a sprocket with an irregular inner surface. Military Technical Manuals (TM) were illustrated using the pre-production vehicles. Thus, the sprocket with the irregular inner surface was shown in *TM 9-735* "Medium Tanks M26 and M45" (August 1948, p 333). Items featured in Technical Manual illustrations frequently differed from what production vehicles actually had. (U.S. Army via Scott Taylor)



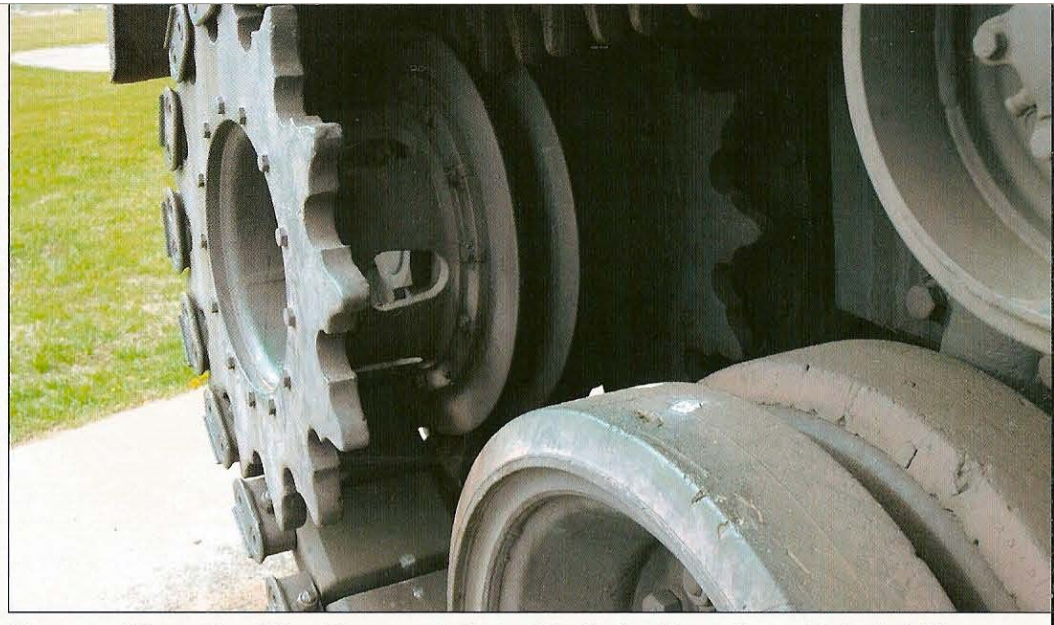
The *Zebra Mission* Pershings were not consistent in their track type. They were equipped with both double and single pin tracks. Most, if not all, of the double-pin type track-equipped tanks used the sprocket illustrated in the TM. This sprocket on an A Company, 14th Tank Battalion, 9th Armored Division tank was damaged in a night battle on 1 March, 1945, just east of the Roer River. The tank's commander, Sergeant Chester Key, was killed in this action. (Patton Museum)

Although less elaborate, a sprocket similar to the TM illustration was found on some of Pershings in the Korean conflict. Lower production cost was a factor in this design.

This very simple drive sprocket design became commonplace, and many of the Pershings operating in Korea had these simple sprockets.

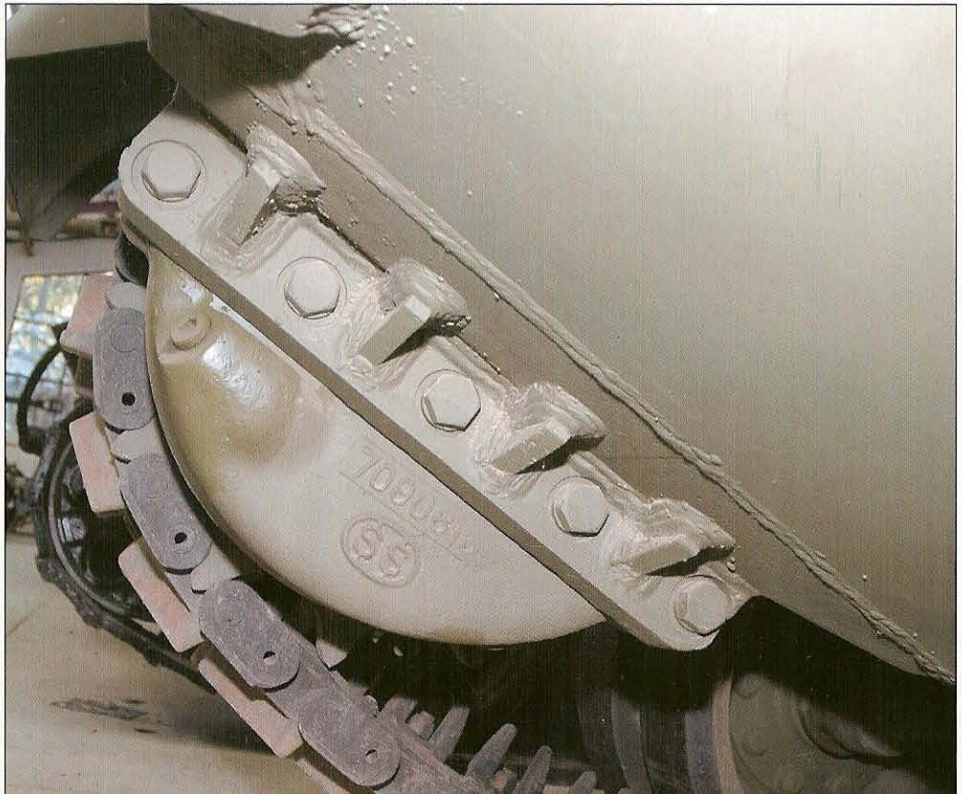


Only the outer portion of the drive sprocket hub has holes on its horizontal surface. These holes taper toward the tank's hull.

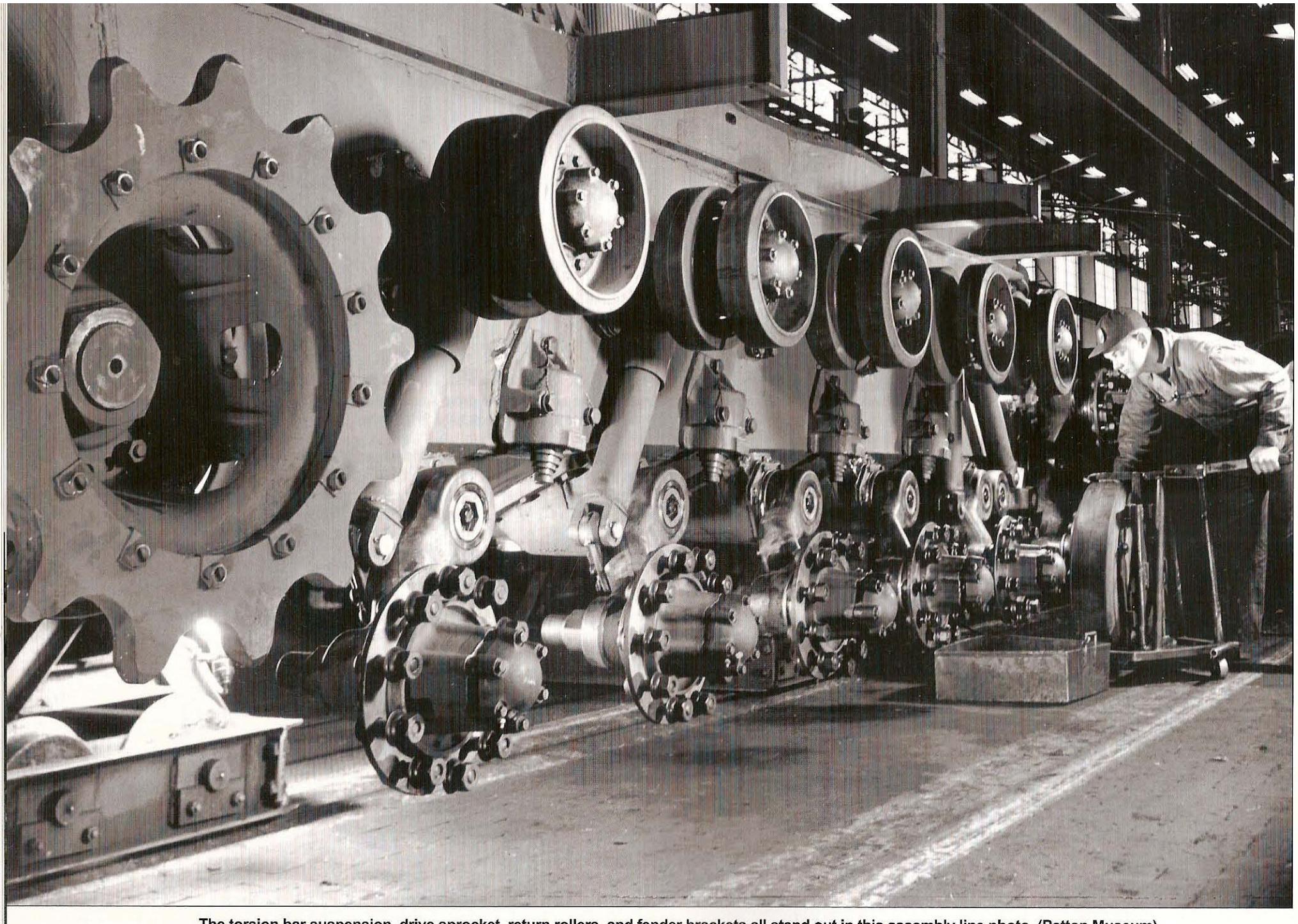


Flanges, at the center of the drive sprocket, straddle the track's center guide teeth. This example has double pin track, which is more common.

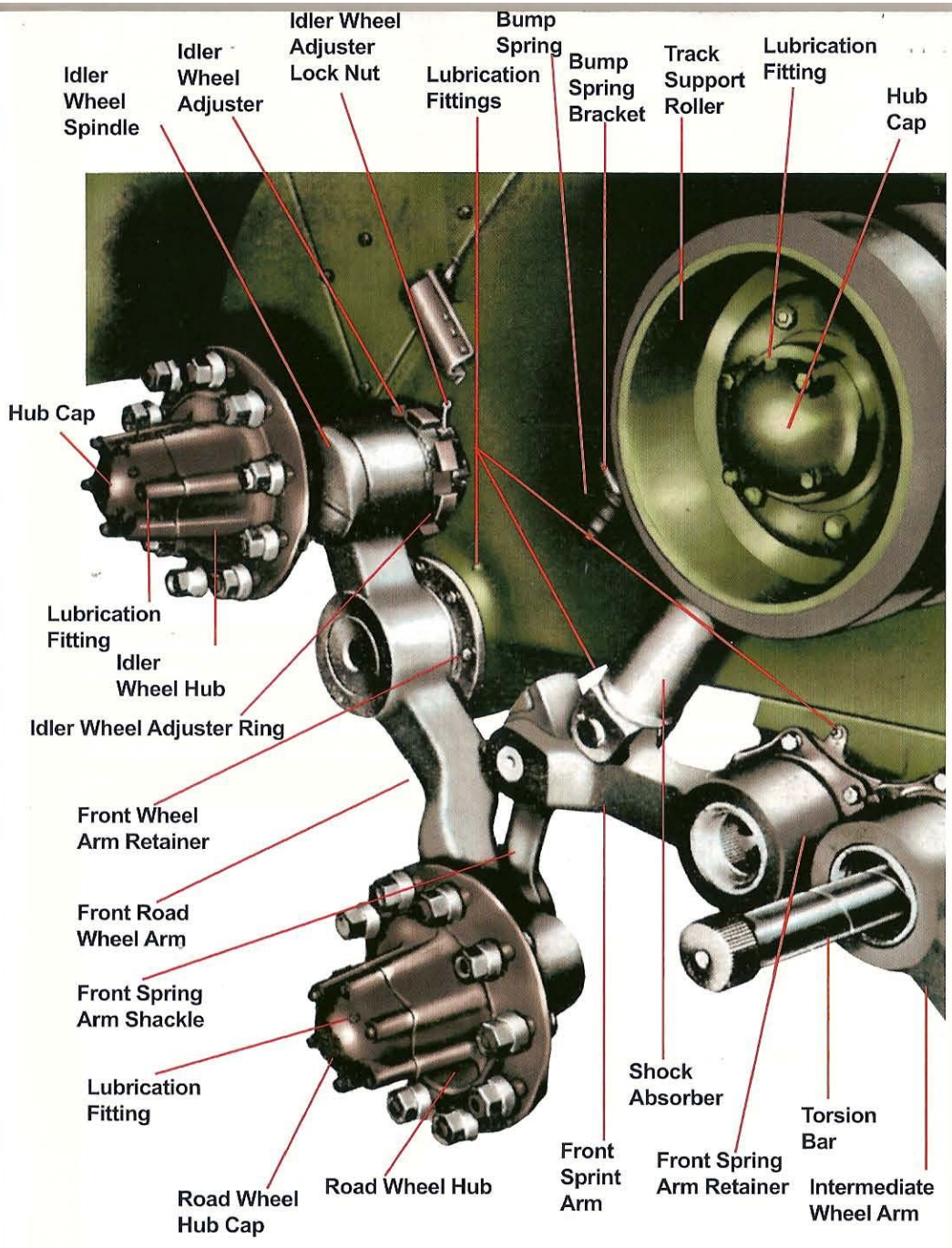
This left-hand, final drive hull connection reveals reinforcing ribs and foundry markings. (Chris Hughes)



Similar foundry markings are not visible on the right-side, final drive housing. The attachment point is a mirror image of the left-side unit. (Chris Hughes)



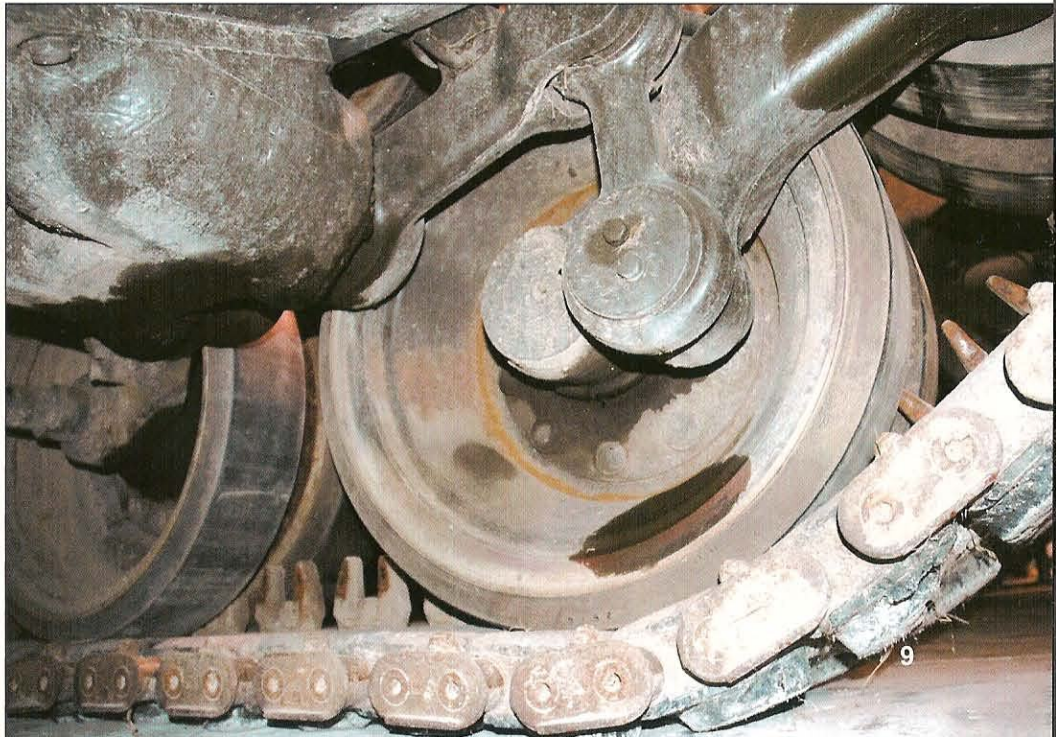
The torsion bar suspension, drive sprocket, return rollers, and fender brackets all stand out in this assembly line photo. (Patton Museum)




The idler wheel was attached to the front road wheel arm. This placement allowed the idler wheel and first road wheel to work together to maintain correct track tension when traversing uneven terrain. (U.S. Army via Scott Taylor)

Six road wheel positions, on each side, supported the Pershing. The first and last two road wheel stations had both volute bump springs and shock absorbers.

Viewed from behind with the road wheels installed, the substantial construction of the suspension components is clearly visible. Similar suspension systems have been used on U.S. tanks for six decades.

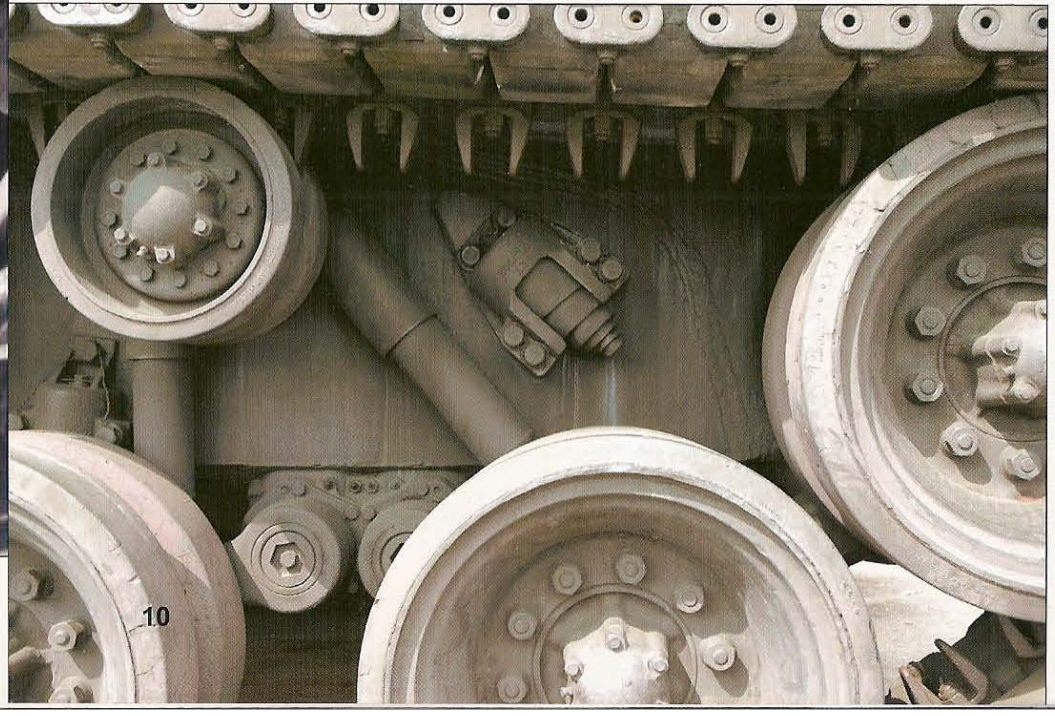


The wheel arm supports were bolted to the tank hull, and the torsion bar plug and anchors screwed into these supports. The thick caps are each retained by four bolts. The driver's circular escape hatch is in the upper left.

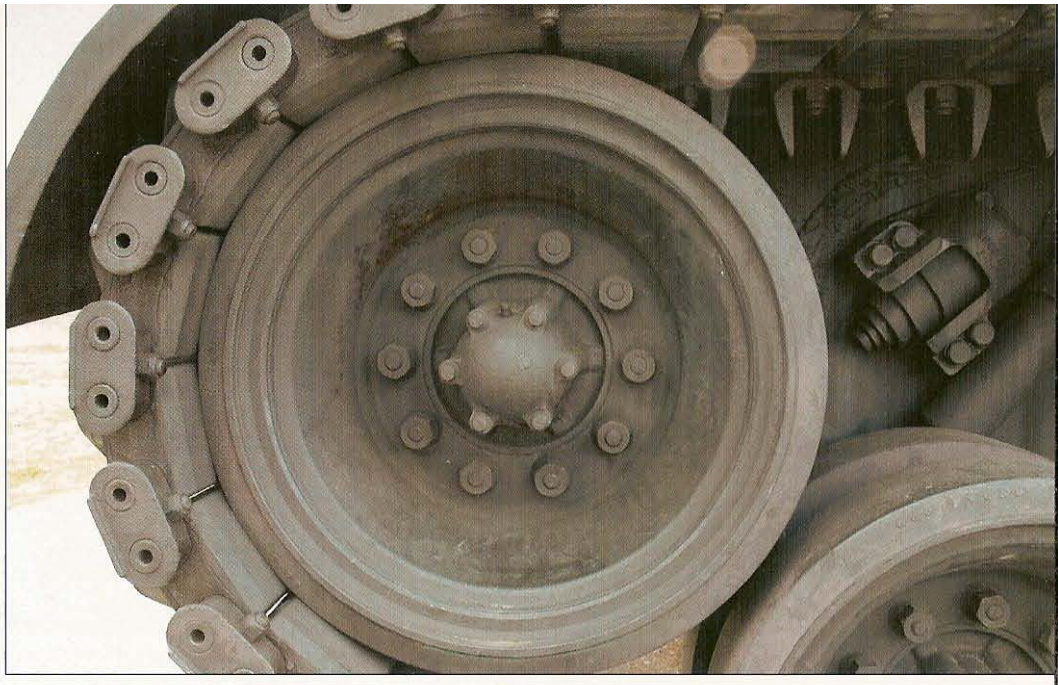
Shock absorbers dampened the torsion bar suspension to give the Pershing a smoother ride. Heavy welds were characteristic of the lower hull construction.

The seals on the road wheel bearings and the suspension arms were prone to slight leaks. Lubricant stains in the photo show proof of this fact.

Volute bump springs acted to limit the amount of suspension travel while still providing a slight ride cushion. A smooth ride improves main gun accuracy and provides the crew with some comfort.



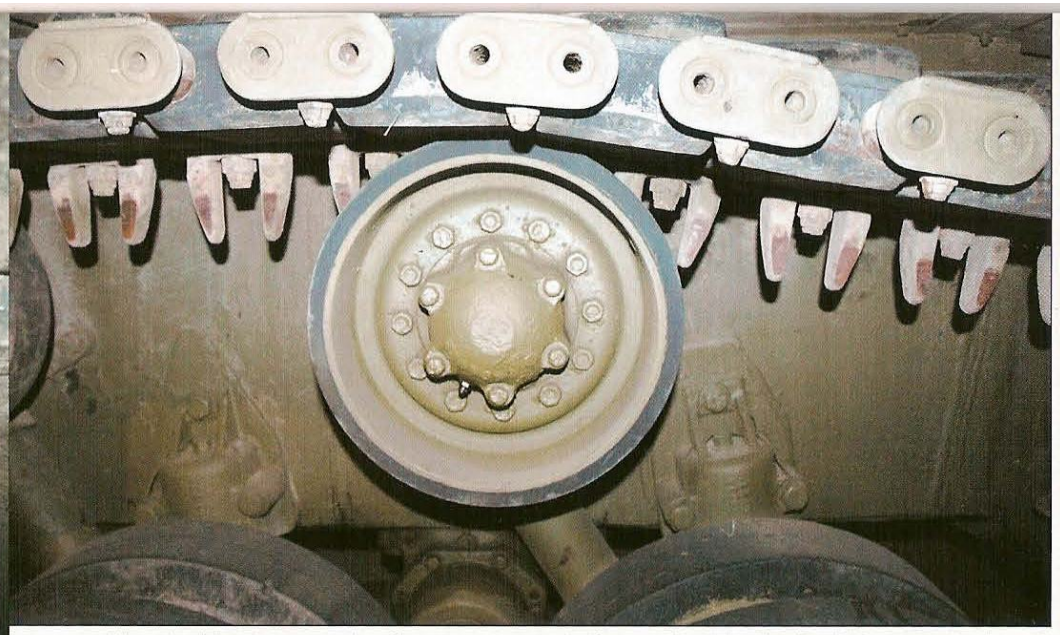
The Pershing's idler wheel position used the same wheels and bearings as the six road wheel stations on each side, which simplified logistics.



Rubber made the ride smoother and reduced noise and wear in the track system. The Goodyear trademark is on the sidewalls of the 26x6 inch tires.

At each road wheel position, two wheels or disks are paired together. Each wheel's offset forms a gap when disk pairs are bolted together. The track link guides run in this gap.

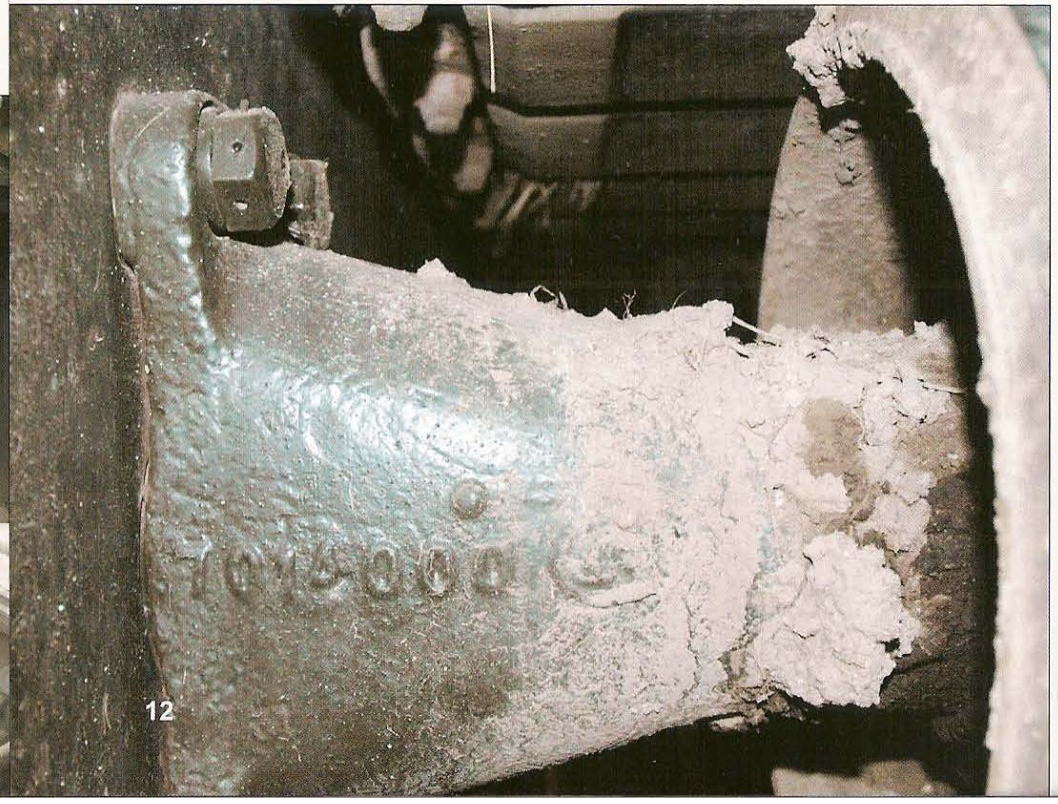
Grease fittings were provided on each road wheel cab. Each road wheel hub contained two tapered roller bearings, and each wheel arm support contained two bearings that were lubricated separately from the hubs' bearings.



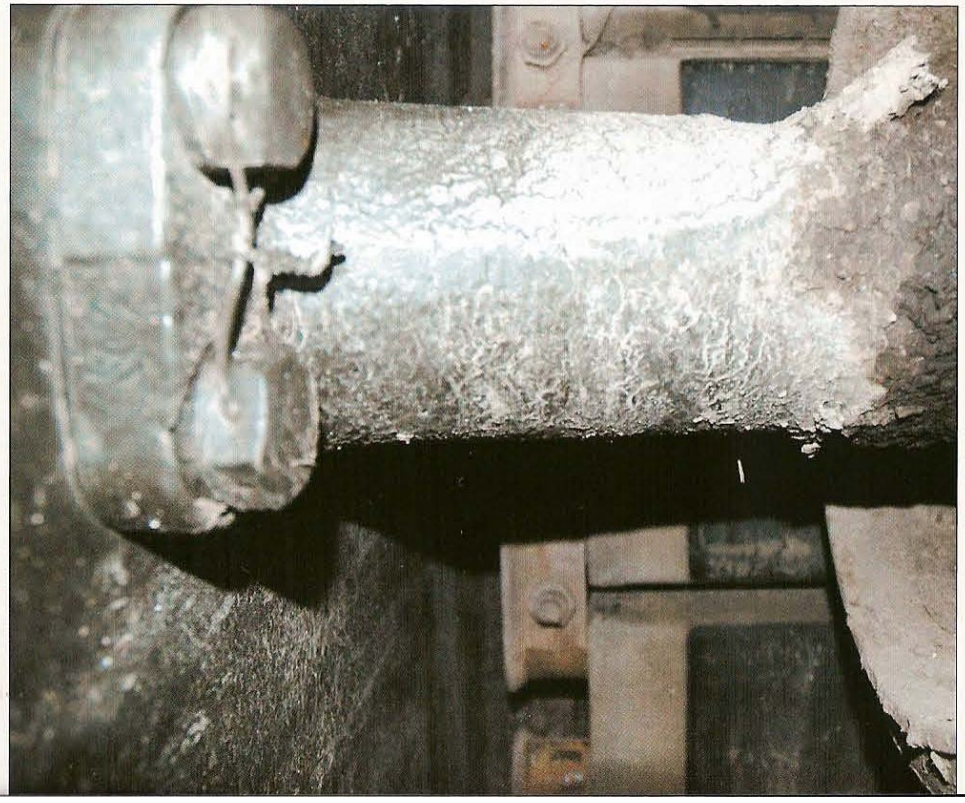
Five dual track support rollers were mounted on each side. Twelve bolts attached each pair of support rollers to the hub.

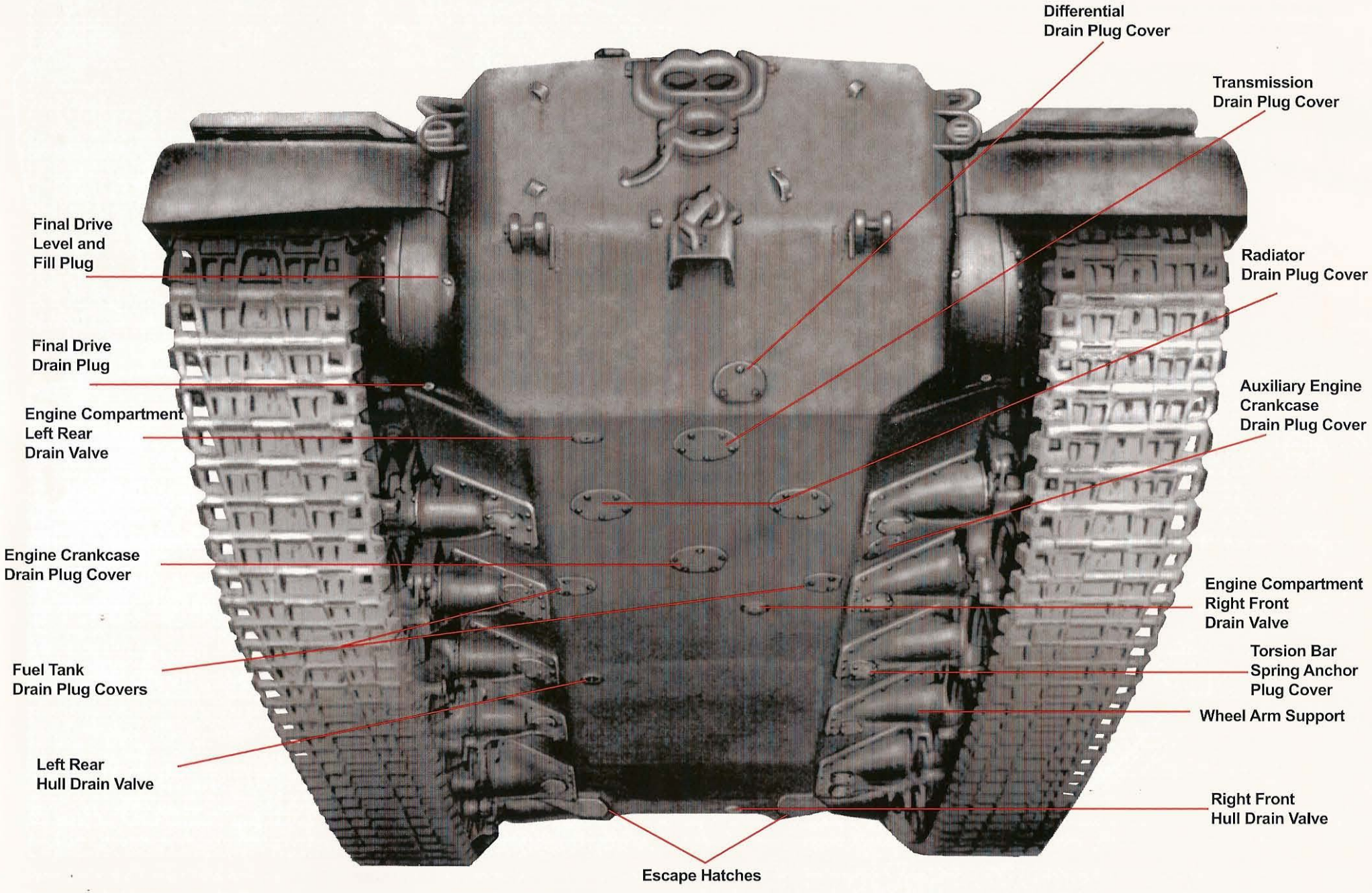
Rubber tires protected the surfaces of the support rollers. The tires also helped minimize noise and wear.

Casting numbers were formed on the each return roller support on its vertical surface. Four bolts held each support bracket in place.

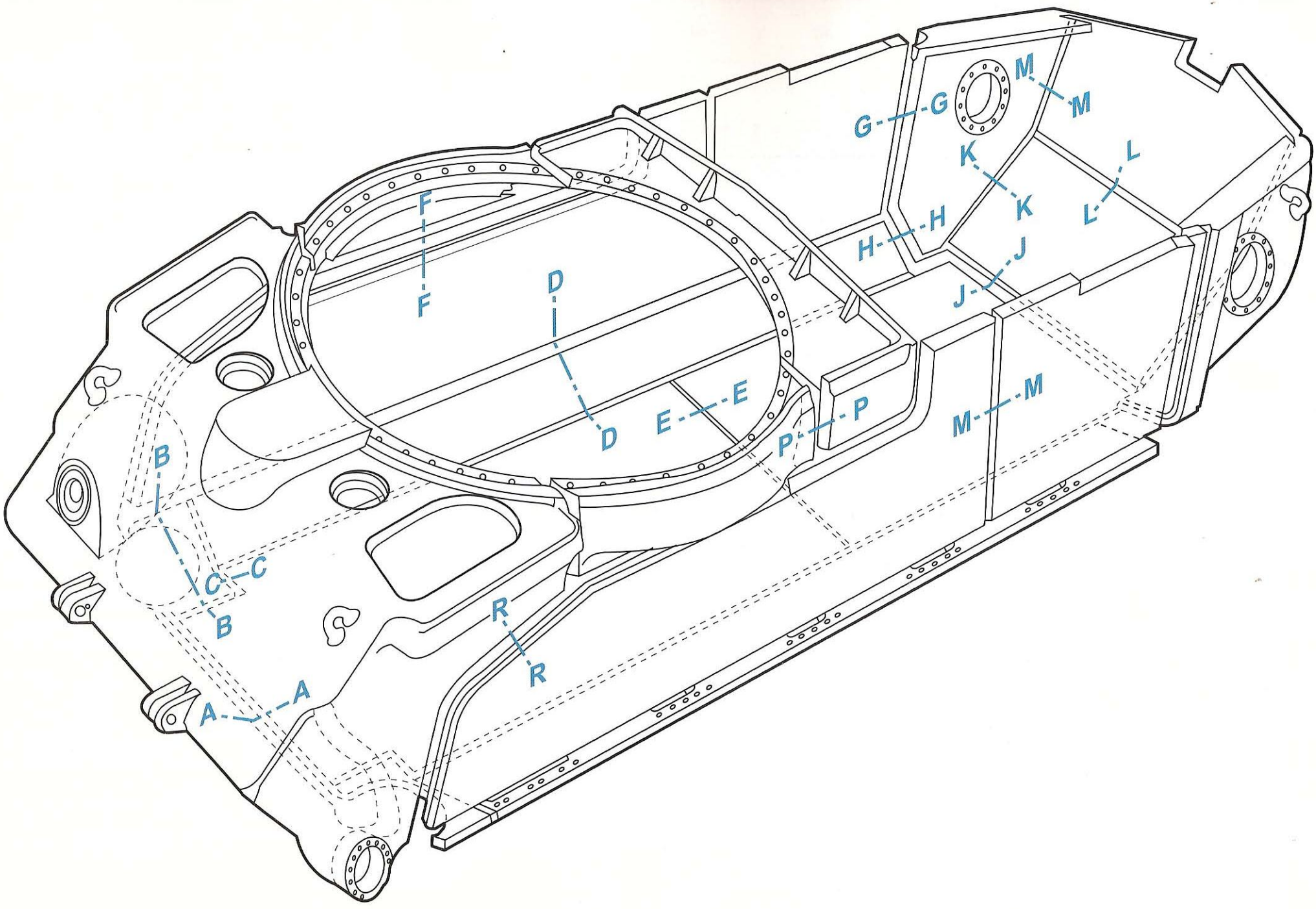


The roller supports had less width than thickness. Like most suspension components, the bolts used safety wires to hold the supports in place.

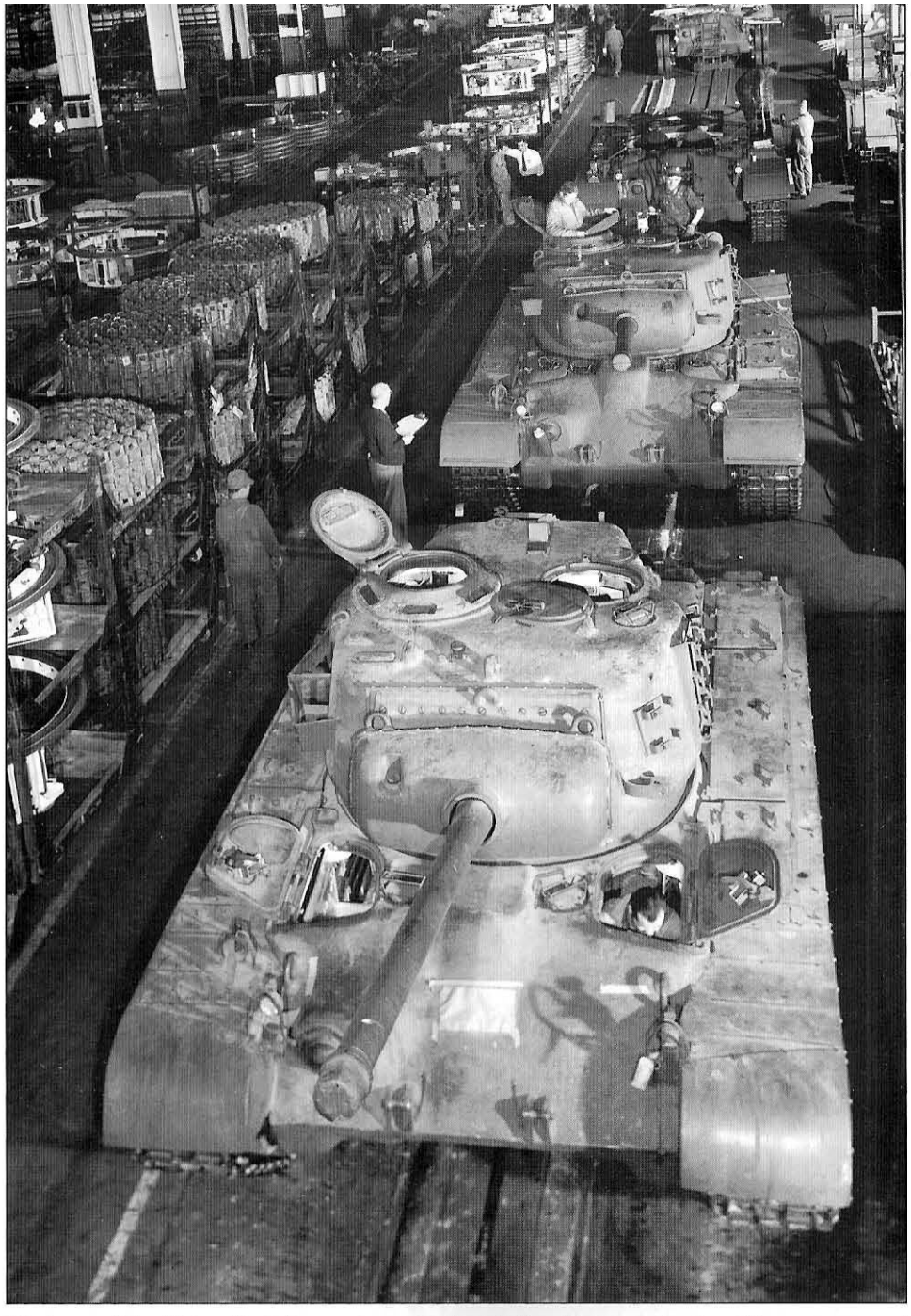





Several openings for maintenance purposes pierced the Pershing's lower hull and component attachment.




This reproduced illustration of a Fisher welding diagram shows how many parts were involved in the basic hull construction. The diagram also shows the locations of the joints. The tank needed different types of welds to join the pieces together. Hence, the seams do not all look alike. (Patton Museum)



Workers at the Fisher Tank Arsenal conduct early Pershing production. The presence of hull-mounted periscopes for the driver and codriver or assistant driver provide evidence that these tanks are part of the first 500 Fisher-built Pershings. (Patton Museum)

Pershings and Shermans move along parallel assembly lines inside the Fisher Tank Arsenal. The Pershing outclassed the Sherman, but the U.S. Army's internal feuding about the role of a 90mm gun-armed tank caused the Sherman to remain in production. (Patton Museum)

The earliest Pershings had a 400 cubic-feet per minute (cfm) Rotoclone hull ventilation blower located between the driver's and codriver's hatch. The glacis plate had a rounded area near the hull top. Initially, hull-mounted periscopes were placed on either side of the blower casing. (Rob Ervin)

These periscopes were considered a vulnerability. On later production vehicles, the periscope mounting points were plated over. The lack of periscope guards on either side of the blower housing are evidence of this change. (Chris Hughes)

Periscopes, mounted in the driver and codriver hatches, continued to provide the drivers with forward vision. The hull periscope position has a welded-in plug on this tank. (Chris Hughes)

The 400 cfm blower proved inadequate. Beginning with the Fisher serial number 500 tank and the Chrysler serial number 235 tank, the Pershings received a 1,000 cfm unit. The new cfm necessitated a redesign of the front hull casting, which resulted in a much flatter but broader hump in the glacis plate.

For a brief time, the hull-mounted periscopes continued to be provided with the enlarged blower. The mounting point for a hull periscope was placed between the 1,000 cfm blower casing and the driver's hatch. The periscope mounting point in this photo is sealed with an armored plug.

The initial production tanks had four M6 periscopes installed in the driver's compartment. One periscope was placed in each hatch, and one periscope was placed between each hatch and the blower housing. (Rory Clarke)

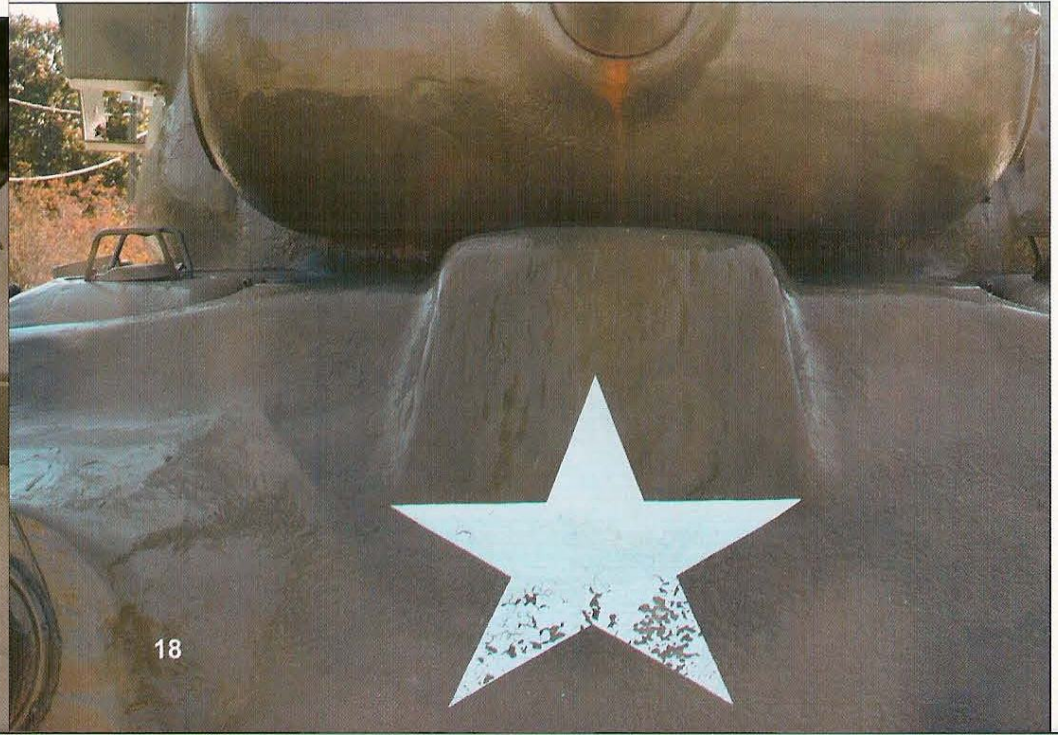
Later tanks with the 1,000 cfm blower had no provision for the hull-mounted driver and codriver periscopes. Hence, the armored top of the driver's compartment was a solid, uninterrupted casting that offered better armor protection.

The depressions used for the hull-mounted periscopes on tanks with 400 cfm blowers gave the impression that the blower housings were raised higher than the 1,000 cfm blower-equipped tanks. In the foreground on the codriver's hatch is the latch used to secure the hatch when it is open and the heavy wire handle used to open the hatch.

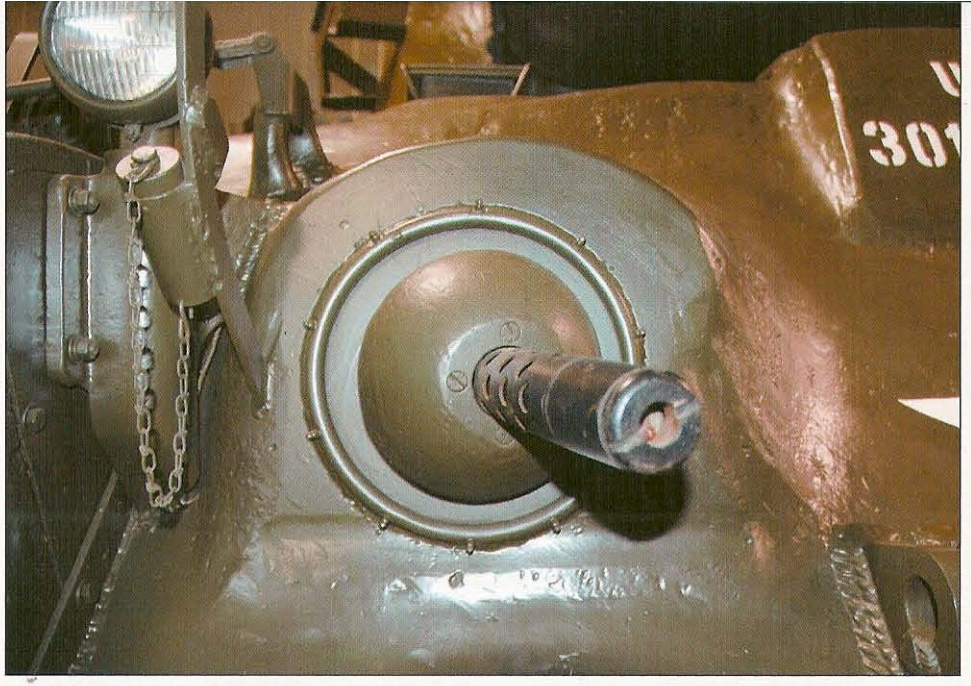
Heavy wire guards protected each periscope and its cover regardless of where the periscopes were placed or how many were mounted. (Rory Clarke)

When viewed from the front, the degree to which the upper hull armor is recessed to permit periscope installation on 400 cfm blower tanks is apparent.

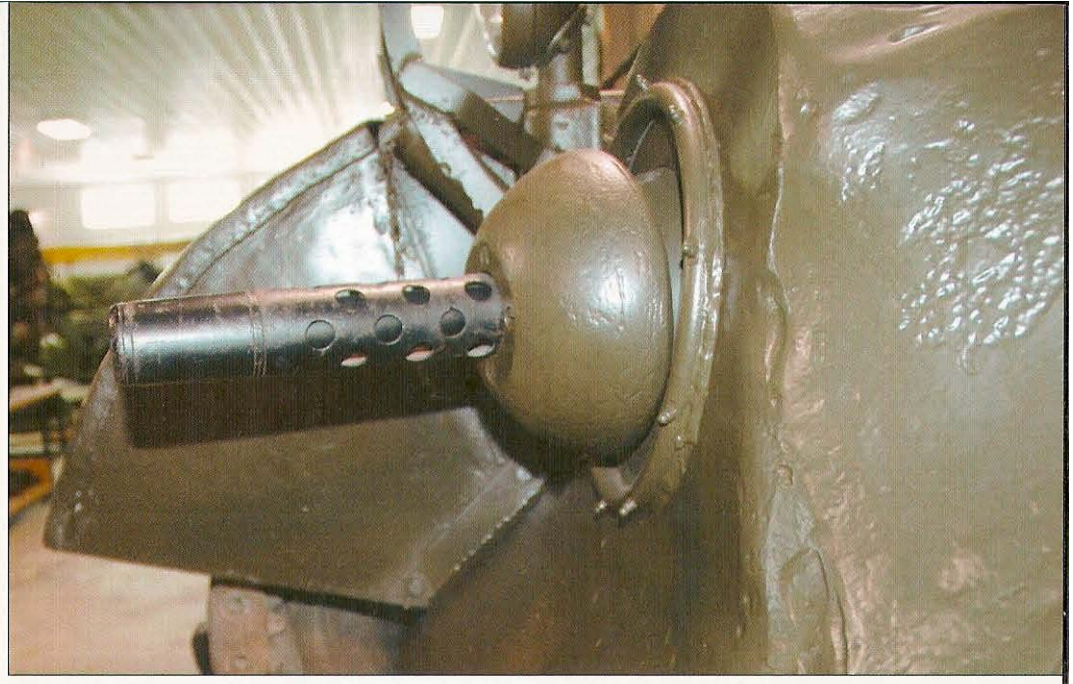
Tanks with the 1,000 cfm blower were much smoother across the top of the drivers' compartment than their predecessors.



The periscope's glass prism could be raised for observation. The units installed in the drivers' compartment hatches could rotate 360 degrees.



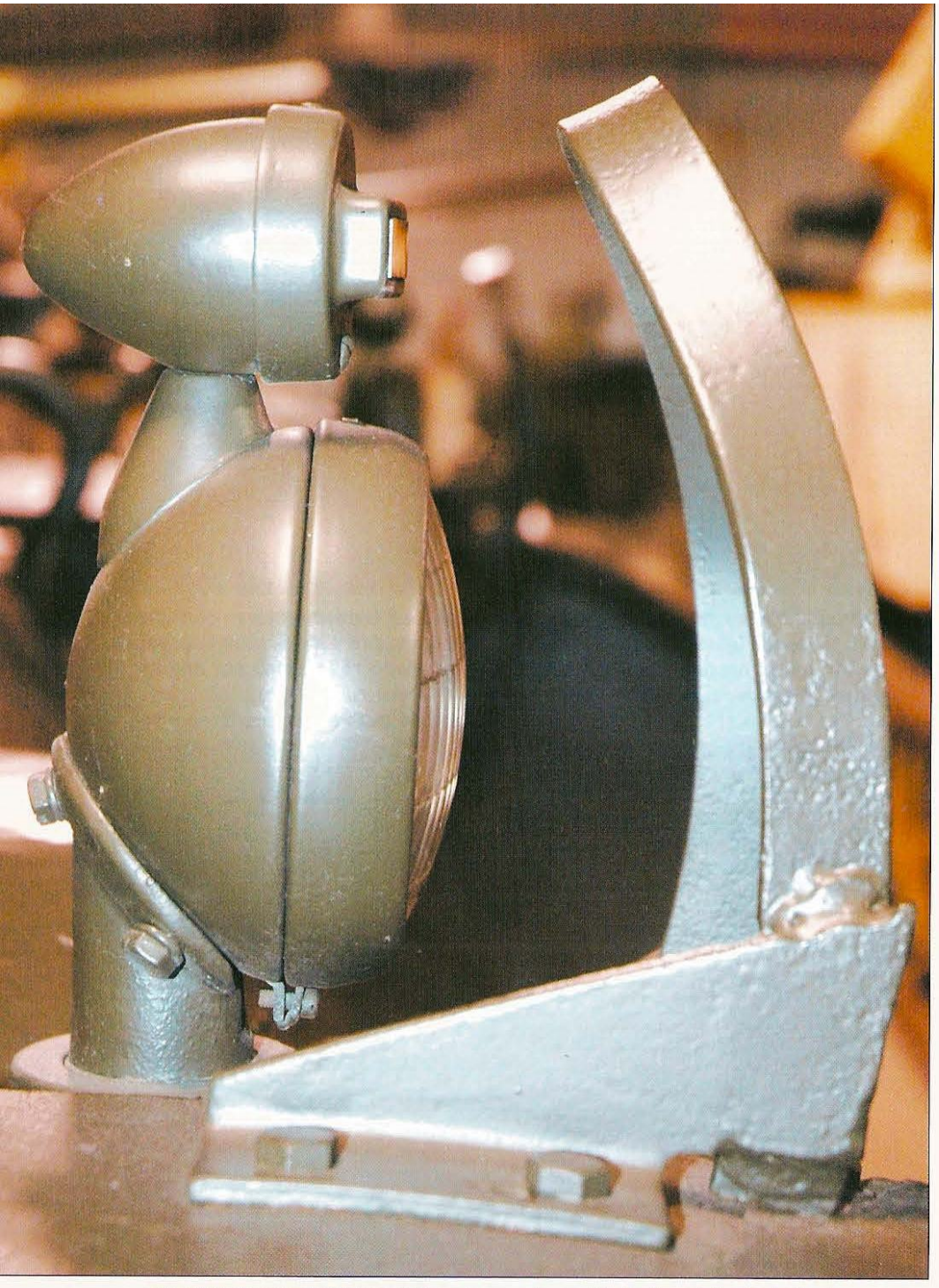
Codrivers also served as M1919A4 .30 caliber machine gun operators. These guns were mounted on the right front of the hull. Next to the machine gun mount is the plug that closes the headlight mounting and the small chain that keeps the plug from getting lost.



Despite having limited traverse and elevation, the bow machine gun was considered a deterrent to frontal infantry assault. The M1919A4 could fire 400-500 .30-06 rounds per minute, but barrel heating reduced useable rate of fire to 150 rounds per minute. The gun had an effective range of 900 to 1,500 yards.

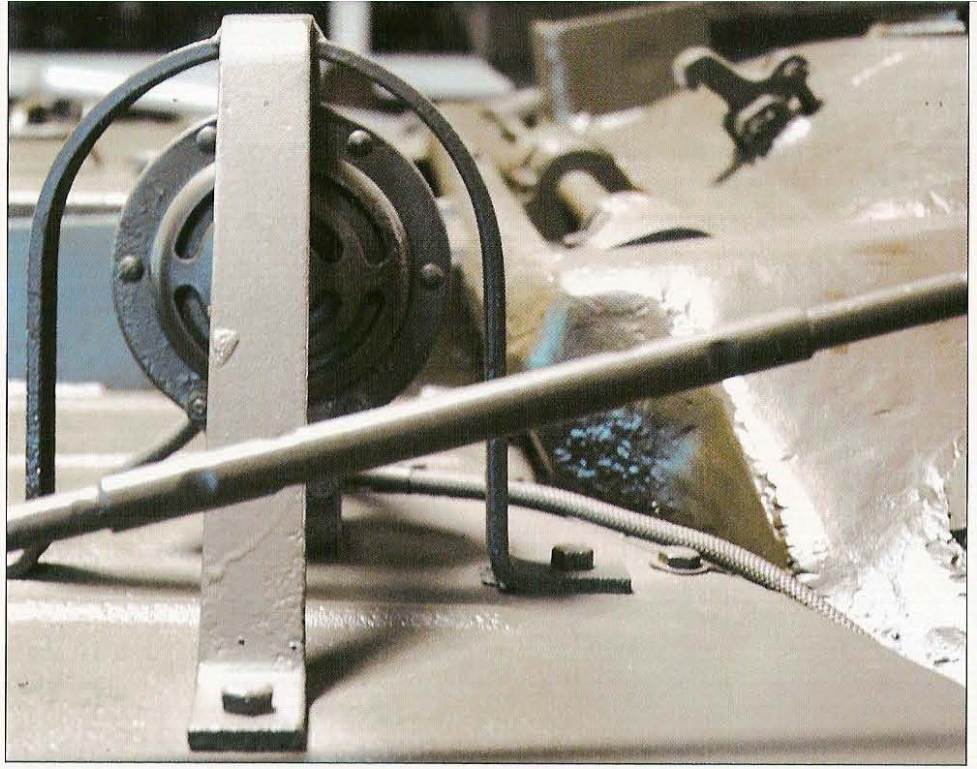
This M46 illustrates how a canvas cover protects the bow machine gun from the elements. The canvas snaps to studs arranged on the glacis. (National Archives)

Next to the machine gun mount is a removable head and marker light assembly. A formed steel brush guard protects the lamp assembly from damage.



The brush guards' forward face is arc-shaped to better deflect obstacles.

The light assemblies were quickly and easily replaceable. The blackout marker lamp emits a pattern that allows other drivers to judge how far the lamp is from the observer.

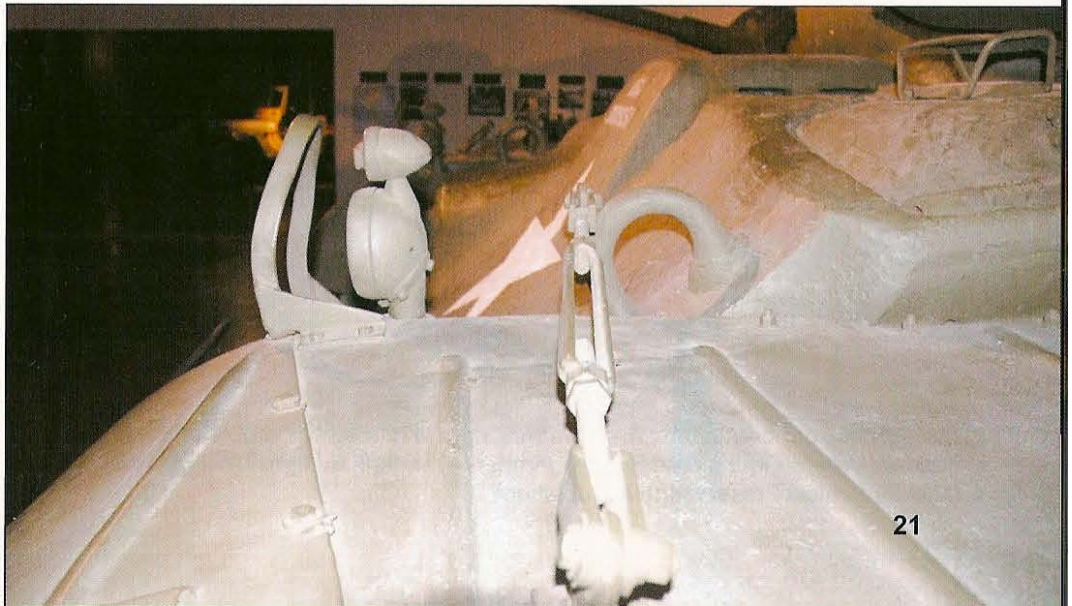


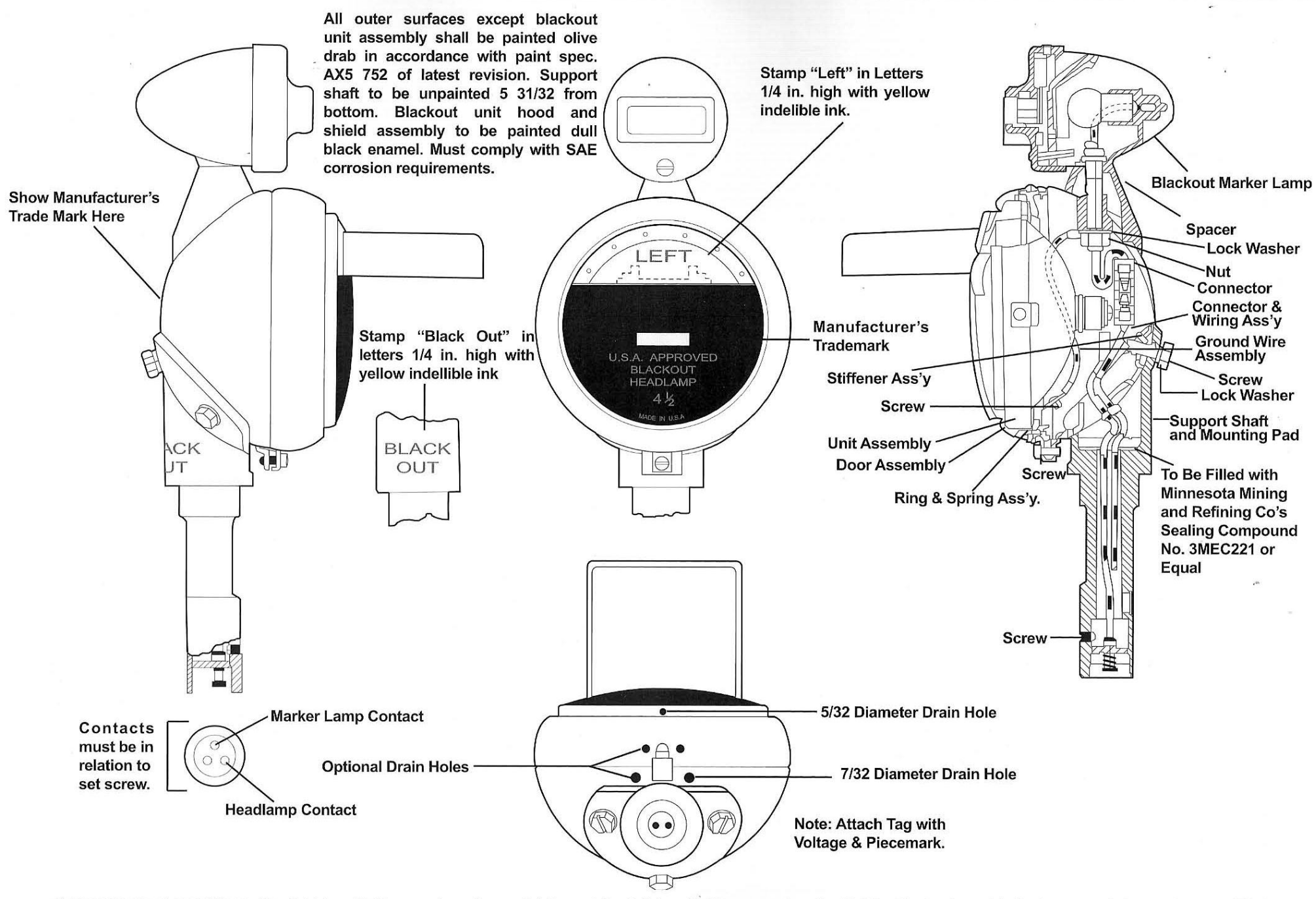
The Pershing had an electric horn rather than a warning siren found on other tanks. The horn was mounted on the right, front fender just outboard of the right headlight.

The left headlight was a mirror image of the right headlight and was mounted on the left side of the tank. The turnbuckle-equipped brace connected the outer fender edge to the hull lifting ring. This common, post-WWII modification provided additional support for the relatively light-weight front fenders.

Three bolts held the lamp body to the support shaft. These bolts were loosened to aim the lamp and tightened to hold the lamp in position.

Though they had their own foundry for large armor components, the Fisher Body Division of General Motors used outside vendors. The lower, front armor casting on this Fisher-built Pershing was produced by General Steel Casting Corporation, and the foundry's markings were formed into the piece.




All outer surfaces except blackout unit assembly shall be painted olive drab in accordance with paint spec. AX5 752 of latest revision. Support shaft to be unpainted 5 31/32 from bottom. Blackout unit hood and shield assembly to be painted dull black enamel. Must comply with SAE corrosion requirements.
Show Manufacturer's Trade Mark Here
Stamp "Black Out" in letters 1/4 in. high with yellow indellible ink
BLACK OUT
Stamp "Left" in Letters 1/4 in. high with yellow indelible ink.
LEFT
U.S.A. APPROVED BLACKOUT HEADLAMP
4 ½
MADE IN U.S.A.
Manufacturer's Trademark
Blackout Marker Lamp
Spacer
Lock Washer
Nut
Connector
Connector & Wiring Ass'y
Ground Wire Assembly
Screw
Lock Washer
Support Shaft and Mounting Pad
To Be Filled with Minnesota Mining and Refining Co's Sealing Compound No. 3MEC221 or Equal
Stiffener Ass'y
Screw
Unit Assembly
Door Assembly
Ring & Spring Ass'y.
Screw
Screw
Contacts must be in relation to set screw.
Marker Lamp Contact
Headlamp Contact
Optional Drain Holes
5/32 Diameter Drain Hole
7/32 Diameter Drain Hole
Note: Attach Tag with Voltage & Piecemark.

During blackout conditions, the right headlight was stowed completely, and the left headlight was replaced with this blackout model. Under normal circumstances, this lamp head was stored in the driver's compartment. The hooded light emitted a thin beam of light that was barely sufficient for the driver to see the road immediately in front of him. (Military Vehicle Preservation Association)

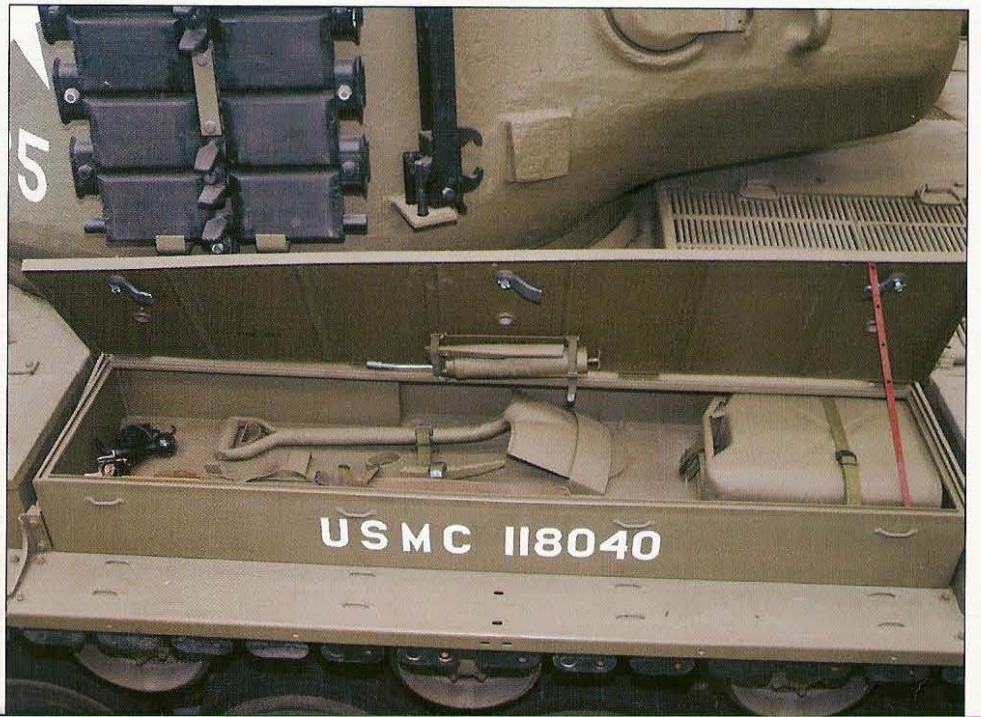
The handle extending from the headlight bracket locks the light assembly in place. A Modification Work Order (MWO) added additional fender supports, and this mounting type had considerable variations.

These stamped sheet-metal brackets joined the fenders to the stowage boxes mounted above each track. The locking handles on the stowage boxes were designed for use with padlocks to prevent pilferage during transport and storage.

The brackets had a rolled edge for additional strength. The fenders forward of the stowage bins were embossed with ribs for added rigidity.

The forward stowage compartment on the driver's side housed an M3 tripod with pintle. This equipment was used for dismounted operation of either of the two .30 caliber M1919A4 machine guns or the M2 HB .50 caliber machine gun. (Chris Hughes)

The center stowage compartment on the driver's side held a five-gallon water can, pioneer tools, a grease gun, the wrench used for adjusting track tension, and an inspection light with a fifteen-foot cord that could be plugged into the tank's electrical system. (Chris Hughes)



An 18-quart folding canvas bucket and personal items, such as bedrolls, were stowed in the rear compartment. The holes below the compartment latches are vents that prevent condensation from forming in these compartments. (Chris Hughes)

When viewed from the outside, these vents appear as knobs. Rising above the toolbox lid's outer edges are two supports for the engine compartment grilles when the compartment is open.

Mounted on the left, rear fender was a small compartment that contained a large first aid kit. This sheet-metal fender was embossed for additional strength.

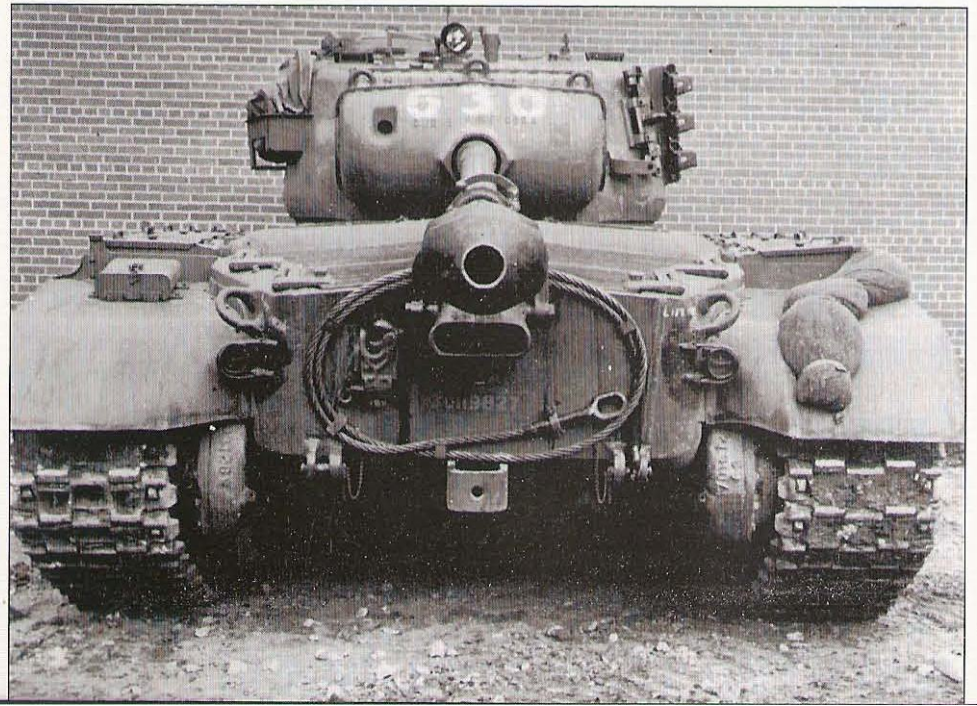
Heavy brackets, mounted above the fender, supported the first aid kit compartment. The 24-unit first aid kit could also be stowed in the driver's compartment.

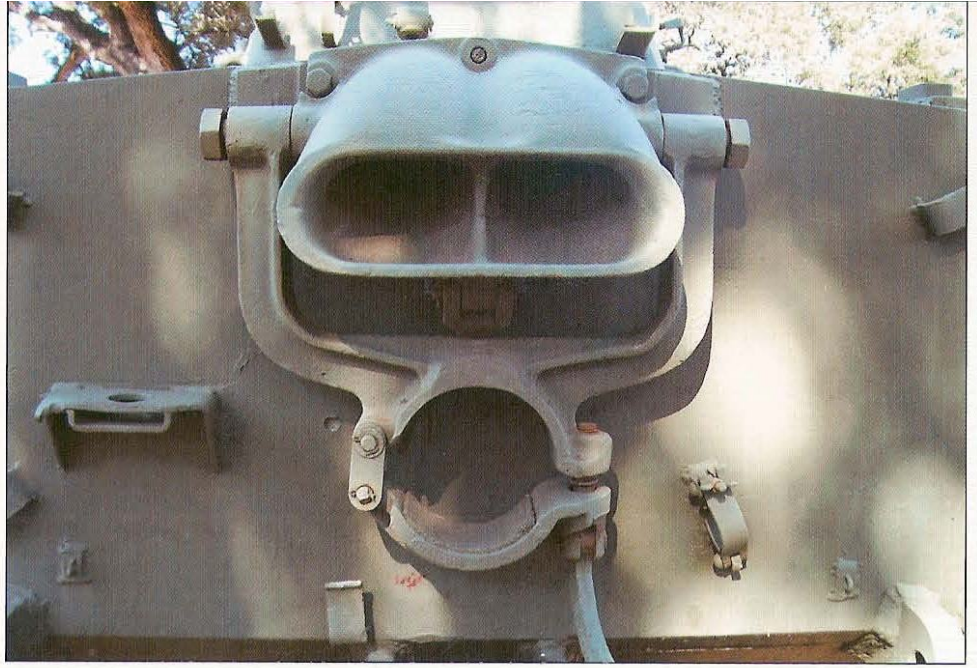
At each of the hull's upper rear corners, a lifting ring was welded in place. Similar to the one on the front fender, a turnbuckle-type fender brace was added to the rear fender. This photo shows the hull end of that support.

A sheet metal strap protected each taillight on the Pershing. The upper portion of the left taillight contains a red service taillight unit. The lower portion is a blackout taillight. The Pershing did not have stoplights.

The Pershing's left and right taillight assemblies are not identical. The rear fenders on this tank have embossed stiffeners formed into them. The wire tow rope is attached to the right tow point. For safety reasons, these cables were lubricated to prevent rust and later failure. (Patton Museum)

Other tanks did not have rear fenders with embossed reinforcements. This tank was photographed during trials at Fort Knox from 1945 to 1946. (Patton Museum)



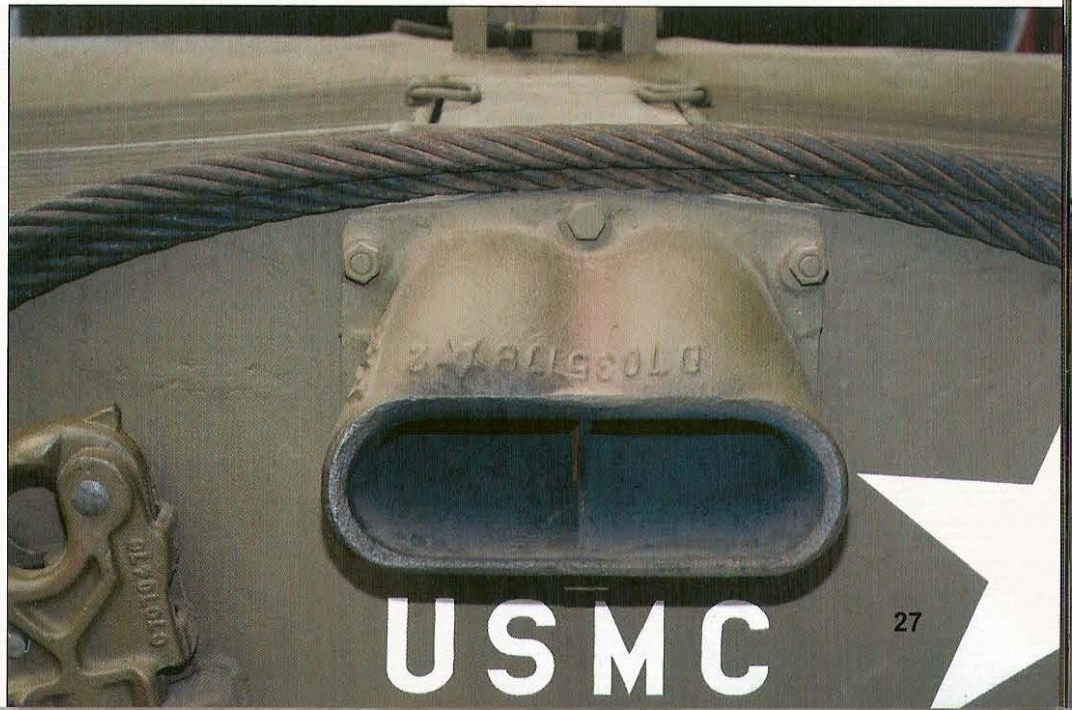


On the earliest production Pershings, the main gun travelling lock mounting was integral with the engine exhaust casing. Once in the field, troops discovered this mounting placed too much stress on the exhaust outlet and caused it to crack. (Rory Clarke)

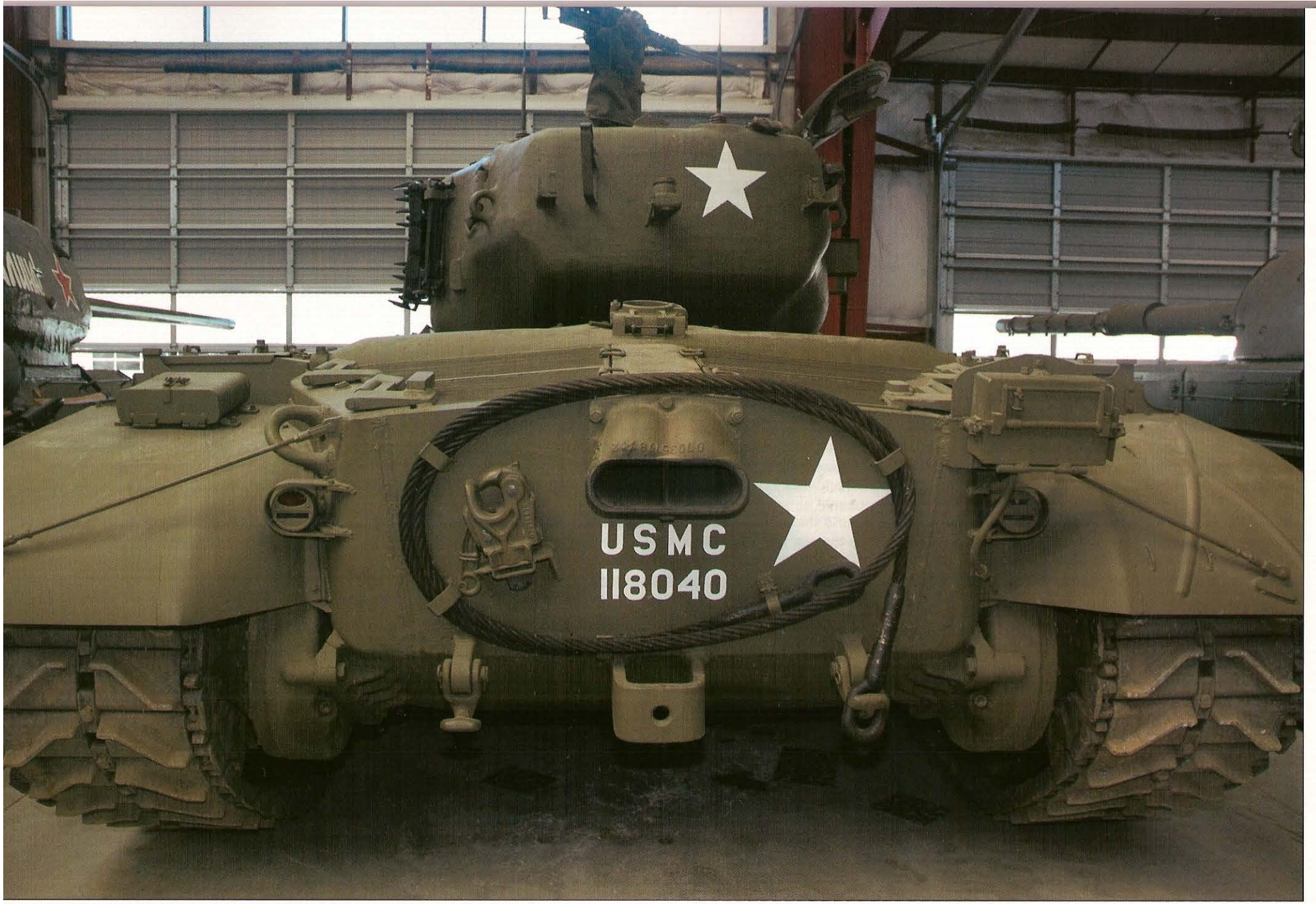
To alleviate this problem, the travelling lock's mounting lugs were welded to the rear hull. A fabric lining was present inside the actual clamp portion of the travel lock. This lining prevented metal-to-metal contact with the gun tube.

The travelling lock was not always mounted symmetrically around the exhaust outlet. On this tank, someone has secured the traveling lock handle in the clamp designed to hold one end of the tow cable.

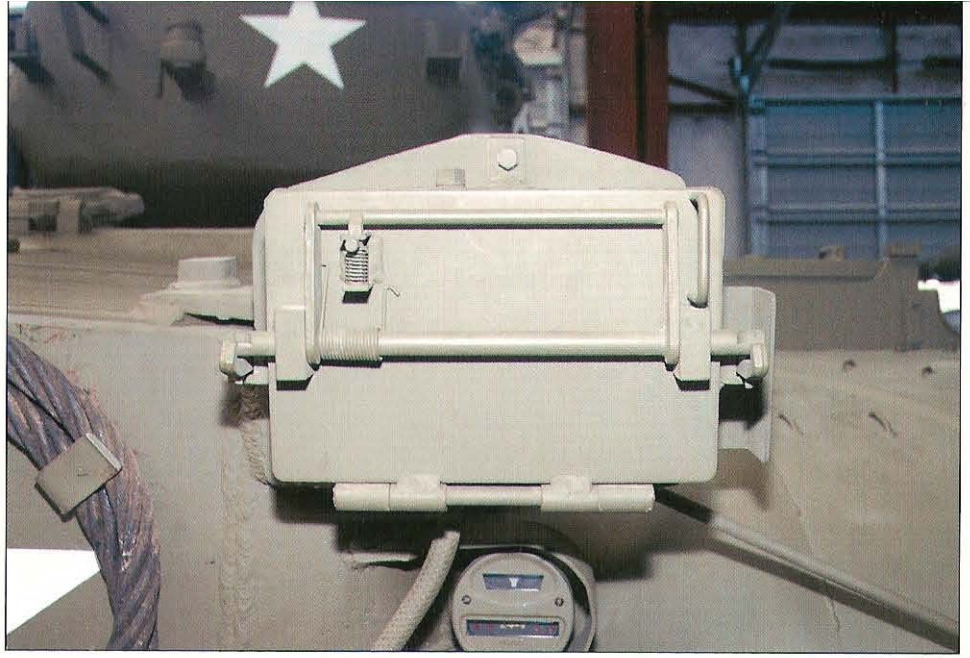
Tanks rebuilt as M26A1 tanks had their travel locks relocated to a position on the engine deck. This relocation cleared the area around the exhaust outlet completely. (Chris Hughes)



USMC




This M26A1, owned by the Military Vehicle Technology Foundation, shows how parts can be mixed during repairs and rebuilding. A "smooth" fender is installed on the left side, and a ribbed fender is installed on the right side. The box above the right blackout taillight houses a telephone-type handset for communication between the tank crew and the infantry, which was a post-WWII addition. The tank rides on steel T80E1 track, and the pintle hook is in the stowed position. (Chris Hughes)

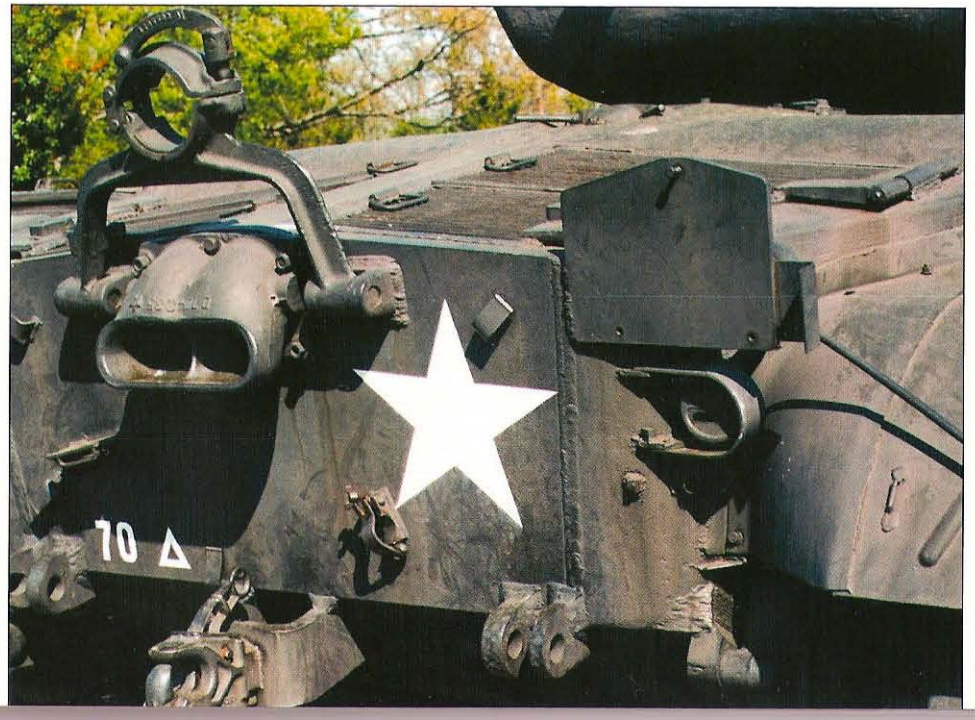


A cam-type latch mechanism held the cover on the interphone box. The right, rear fender brace runs behind the telephone box mounting plate. (Chris Hughes)

The interphone box has been removed from this tank, but the mounting plate for the box remains. The towing pintle is in place. The Pershing tanks were not typically used for towing. So, the pintle was normally stowed in order to improve the angle of departure when traversing rough terrain.

The RC-298 interphone extension kit consisted of the BC-1362 external interphone box and switchbox BC-1361, which included the H22 handset. Such communication abilities were critical for coordination of armor with supporting infantry. (Chris Hughes)

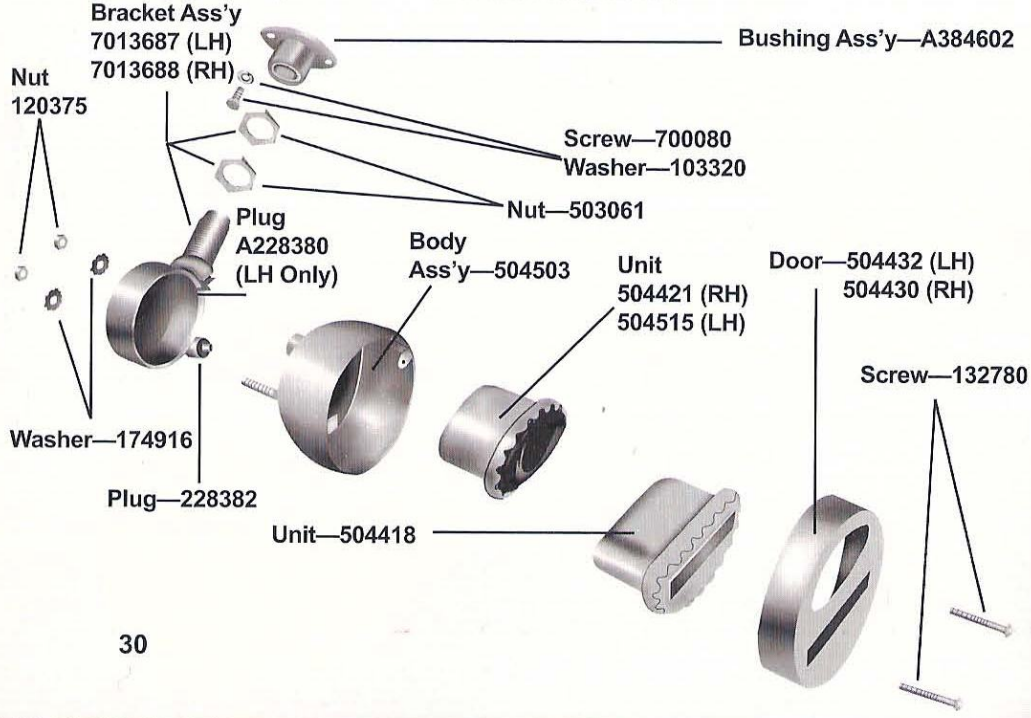
A large nut held the pintle hook to a bracket that was welded to the lower portion of the rear hull. The pintle hook was the quick-release type that could open with a lanyard. However, the Pershing did not include a provision for routing a lanyard.



The right-hand taillight differed considerably from the left-hand taillight. This left-hand lamp is mounted on a Sherman, but the lamp assembly is identical to what was installed on a Pershing. The assembly contains a blackout marker and tail lamps.

Another heavy, steel lifting ring was welded on the tank's right rear. The Pershing manual warned against lifting the tank from any points other than these rings and their counterparts on the tank's front.

This recreated ORD9 SNL G-226 service manual illustration details the breakdown of the left and right taillights and their different configuration.



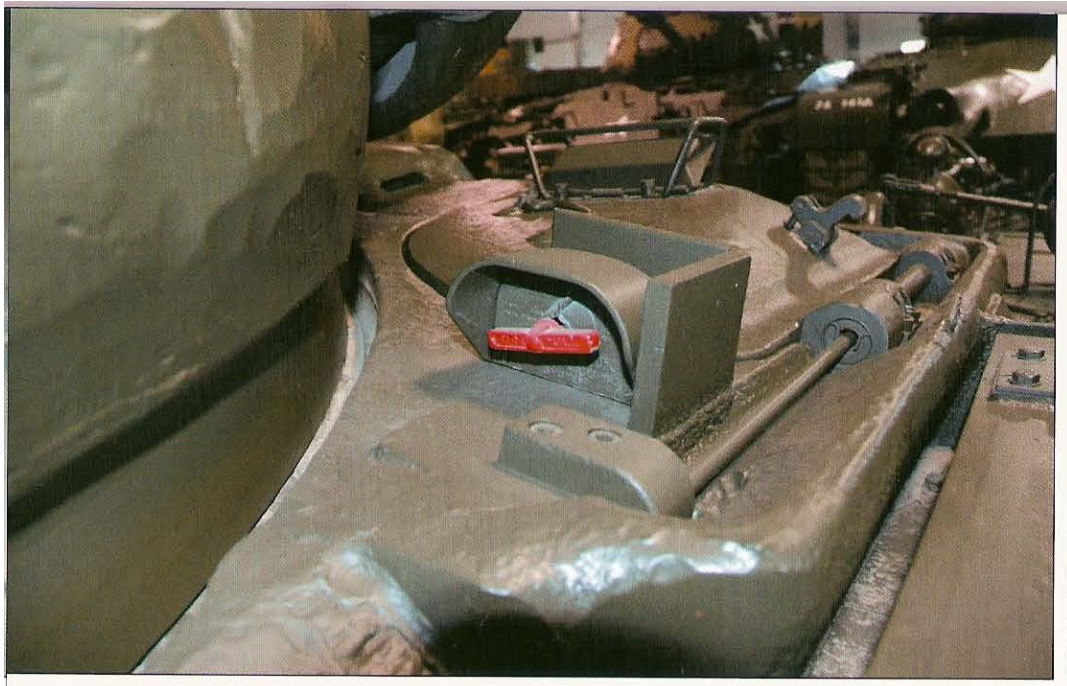

Footman's loops were welded to the rear fenders. The prescribed stowage was a 45 X 45 foot camouflage net on the right fender and a 12 x 12 foot tarpaulin on the left fender.

The right rear stowage compartment held blankets and part of the crew's rations. Prescribed stowage for the tank's five-man crew was a two-day supply, which consisted of 60 cans of C-rations or 30 boxes of K-rations. (Chris Hughes)

A 10-pound sledge hammer, an M1942 field stove (the shiny can object on the left), and an identification panel set were some of the items stored in the right-side center stowage compartment. (Chris Hughes)

The stowage box lids had reinforcements welded to the underside, which permitted the lids to act as walkways. To secure the camouflage net, footman loops were placed along the boxes' outer vertical surfaces and fender tops. (Chris Hughes)

The right-side front stowage compartment was divided into several smaller compartments. A decontaminator, wire cutters, and track pin tools were some of the items placed in this stowage compartment. (Chris Hughes)



The suspension was not the only part of the Pershing equipped with torsion bars. The long rod extending from the driver's and codriver's hatches is a torsion rod and was used to assist with opening the armored doors. Between the torsion rod on the codriver's hatch and the turret is a release for the on-board fire suppression system.

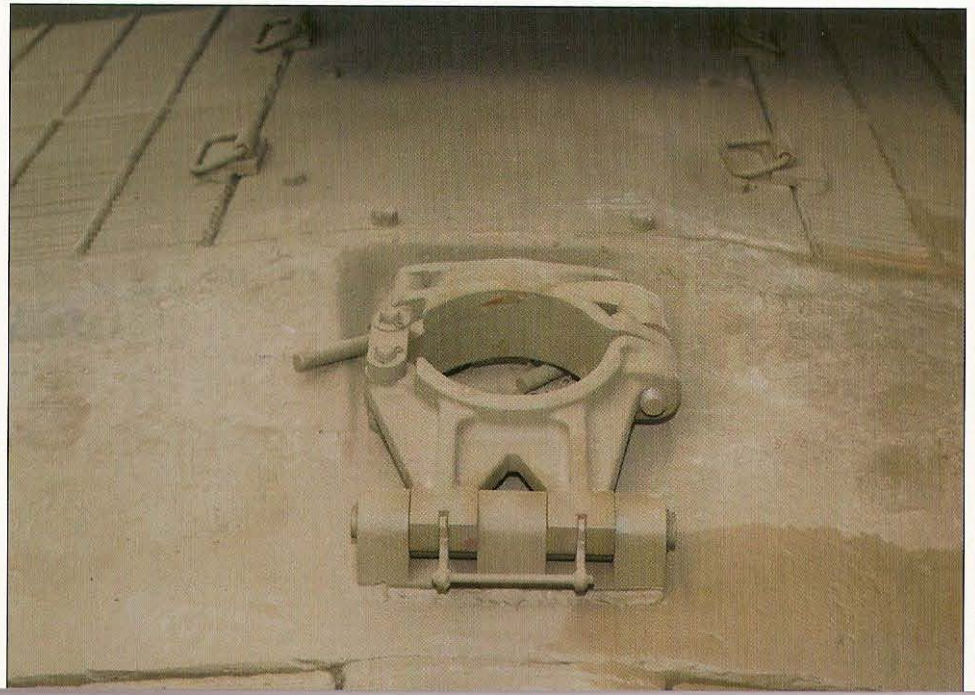
Between the rear and center stowage compartments were supports that were used when the engine compartment was opened.

The supports prevented the stowage compartment doors and handles from being damaged when the armored engine and radiator compartment doors were open.

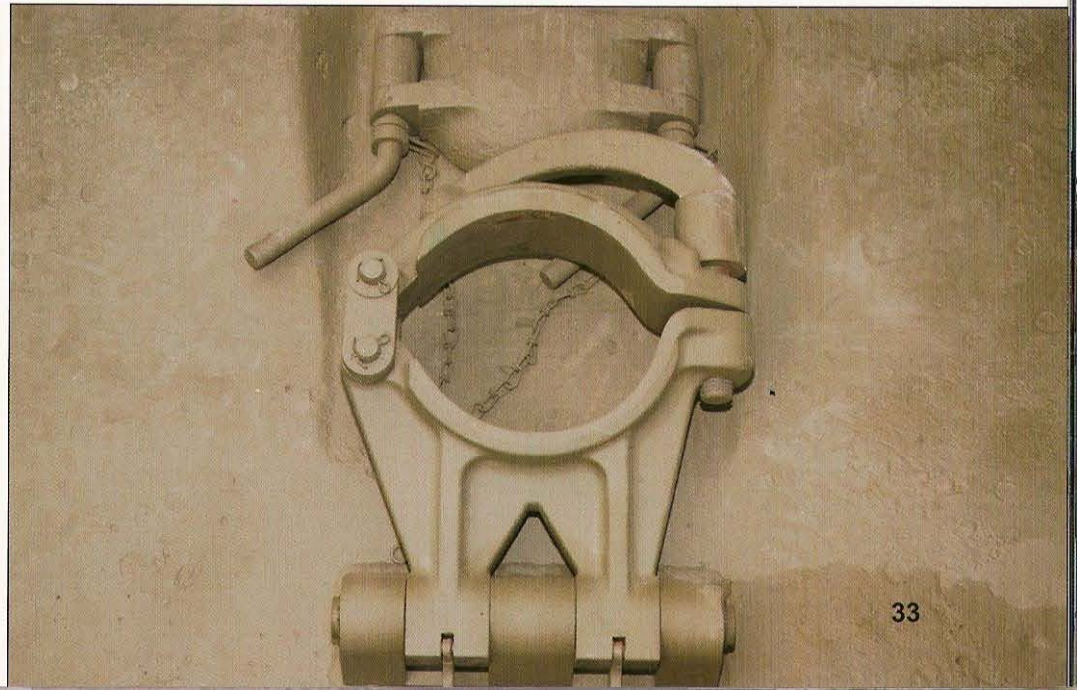
Eight hinged louvered doors covered the engine and transmission and permitted cool air to circulate through the radiator. The armor plate that crosses the tank protects the radiator. Forward of the radiator, air draws in. The air flows out as exhaust toward the rear of the tank.

The Pershing's cooling system consisted of two radiators that held a combined total of 22 gallons of coolant. Four engine-driven, five-blade fans circulated air through these grilles.

On the M26A1 tank, the gun travel lock was attached to the radiator armor rather than the hull's rear. (Chris Hughes)



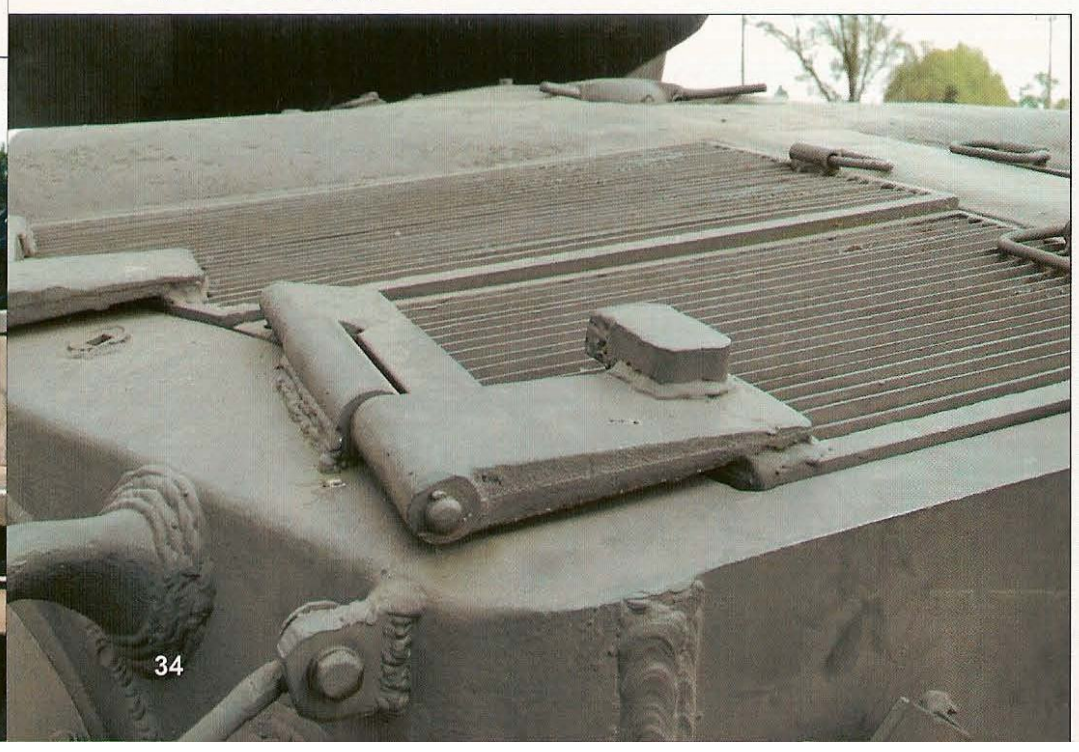
Although a very different design, the M26A1 travel lock functioned just like its predecessor. When not in use, the lock lay flat against the cover near the radiator cap. (Chris Hughes)



This armored cover protects the radiator cap. A steel plate identifies this area as the coolant fill so it is not confused with the fuel fill area. A pin holds the cover closed.

Grilles on both sides of the tank exhausted cool air. The grille bars are angled toward the turret to lower the risk of small arms rounds entering the engine compartment.

The rear grilles pivoted on heavy hinges. A stop welded to the rearmost hinge prevented the grille from swinging too far.



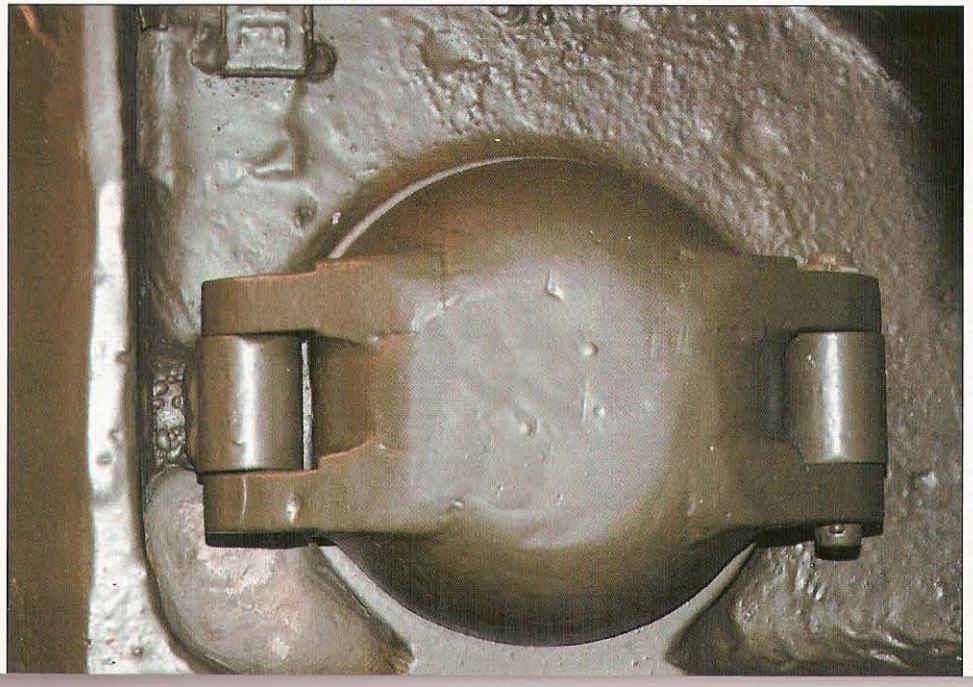
The exhaust air grille nearest the radiator lacked these stops that are welded on the hinges. Instead, the hinges opened and laid against support bars.

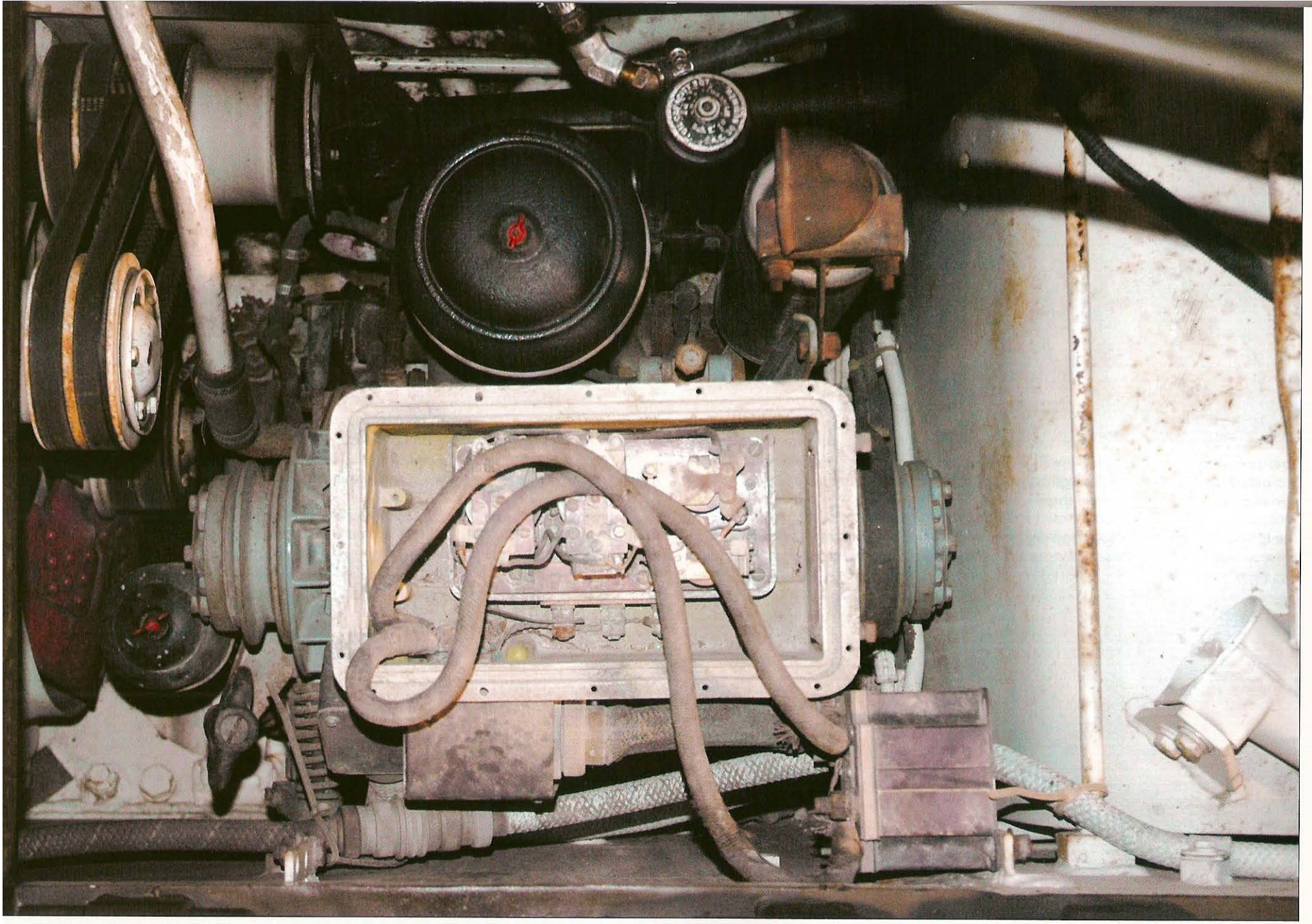
Cool air intake occurred through four grilles placed directly behind the turret. The right two grilles are shown here. The grilles were hinged at their outboard ends, and heavy wire handles were used to raise them.

With the grille open, the stop that the grille rests on when shut is visible. Rather than latches or bolts, the grilles relied on gravity to keep them closed.

The left-hand tank had a 116-gallon capacity and a recommended maximum fill of 111.5 gallons. The gallon differential is a result of the space taken up by the auxiliary engine and generator.

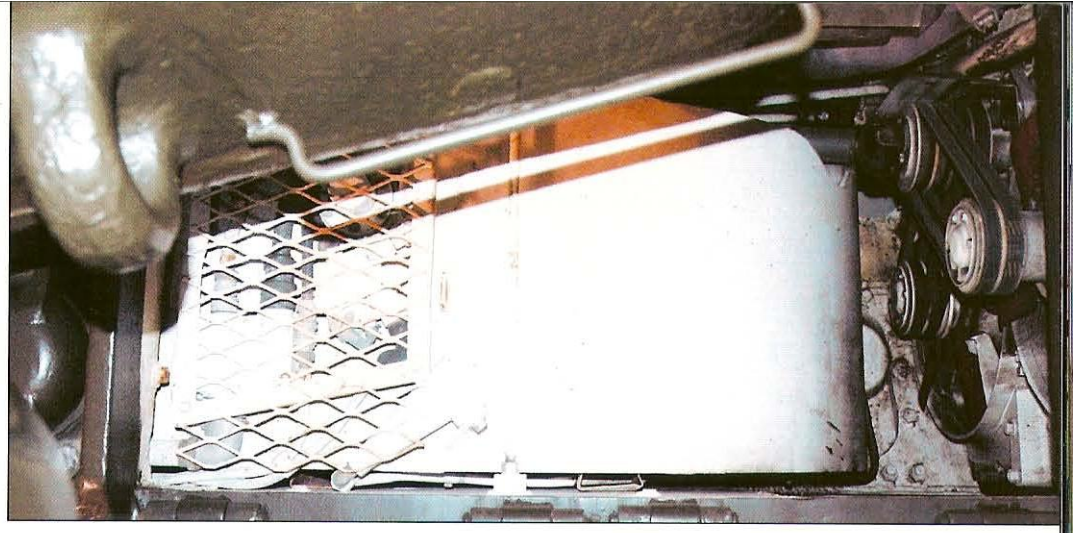
The armored covers for the fuel fillers were nestled between the air intake grille, turret, and stowage boxes. The right-hand tank had a 75.5 gallon capacity, but 71.5 gallons was the recommended maximum fill to allow room for expansion. The filler cover for the right-hand tank appears in this photo.





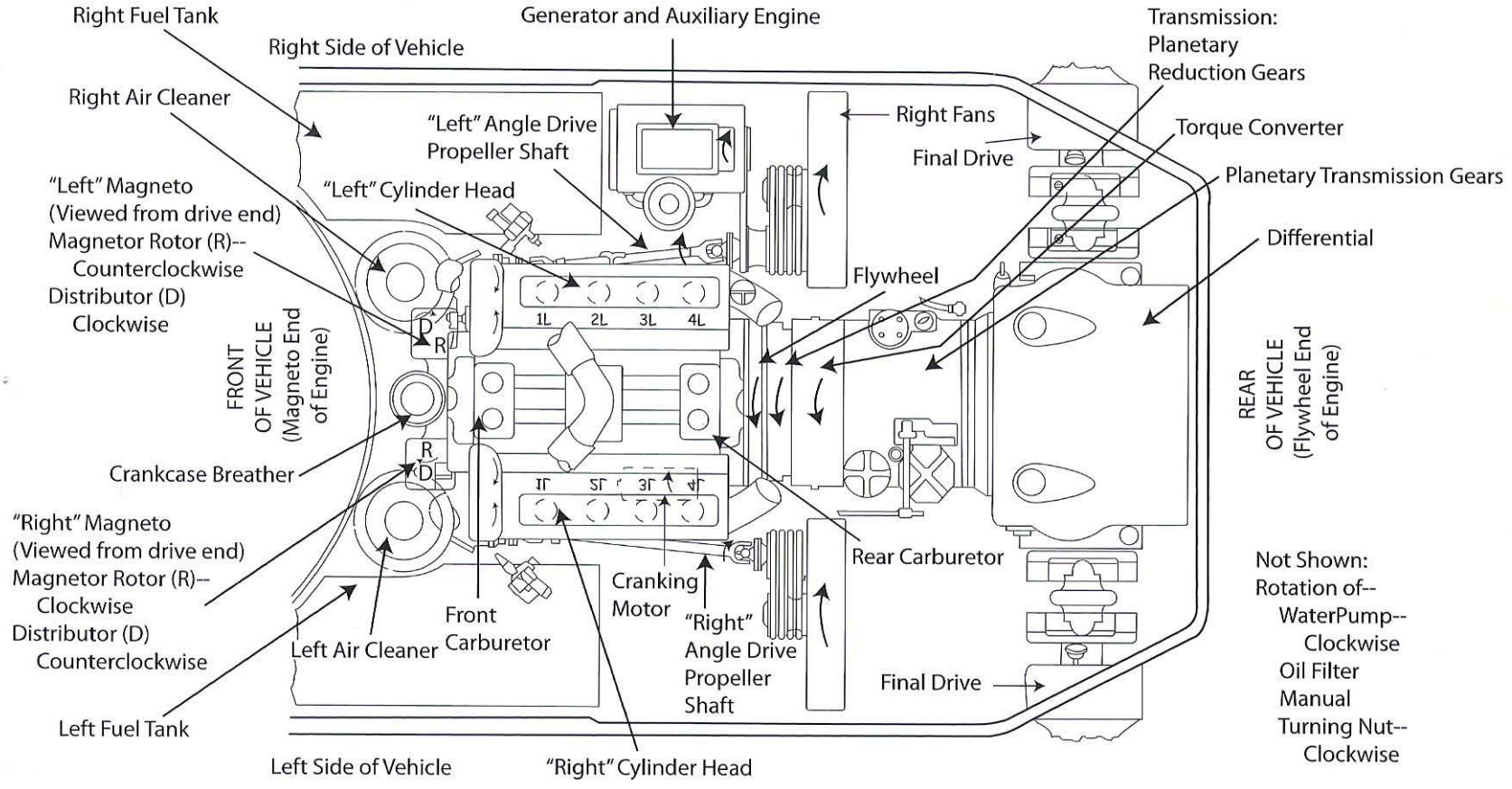
The auxiliary engine and generator were used to maintain battery charge and to provide electrical power for radio operation and other gear while the vehicle was stationary. This small engine was much quieter and consumed less fuel than the main engine. To the photo's right is the edge of the right-hand fuel tank.

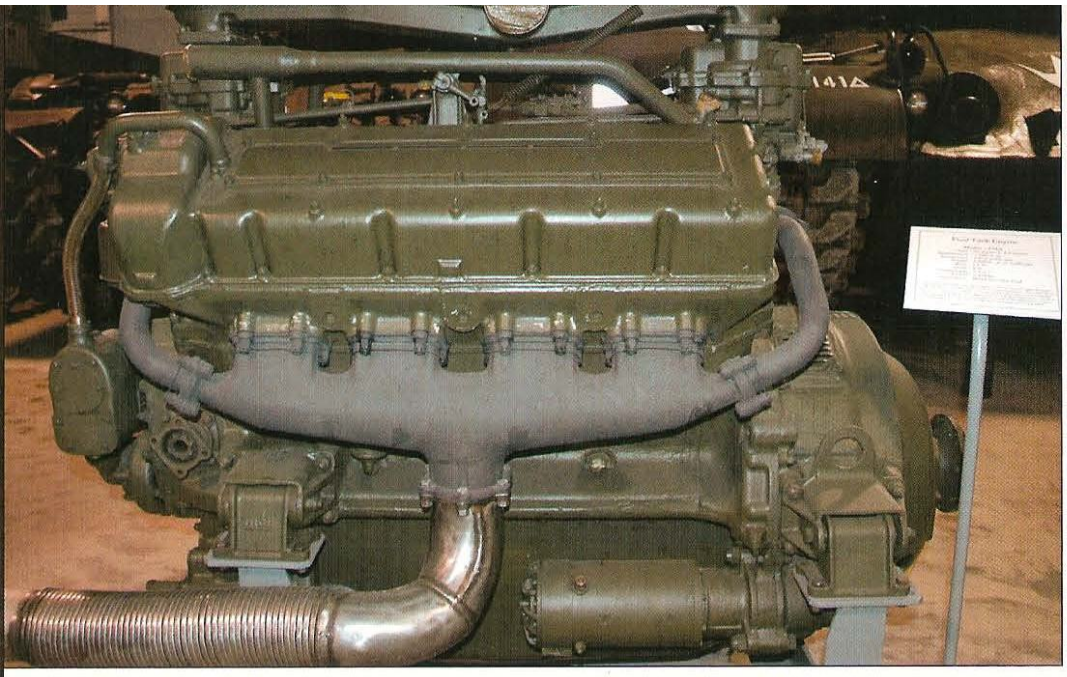
The five-blade, belt-driven cooling fans on the left side of the tank pushed air through one radiator. A similar set of fans on the right side cooled the other radiator.



The left-hand fuel tank is considerably larger than its counterpart. These tanks supplied the main and auxiliary engines with fuel.

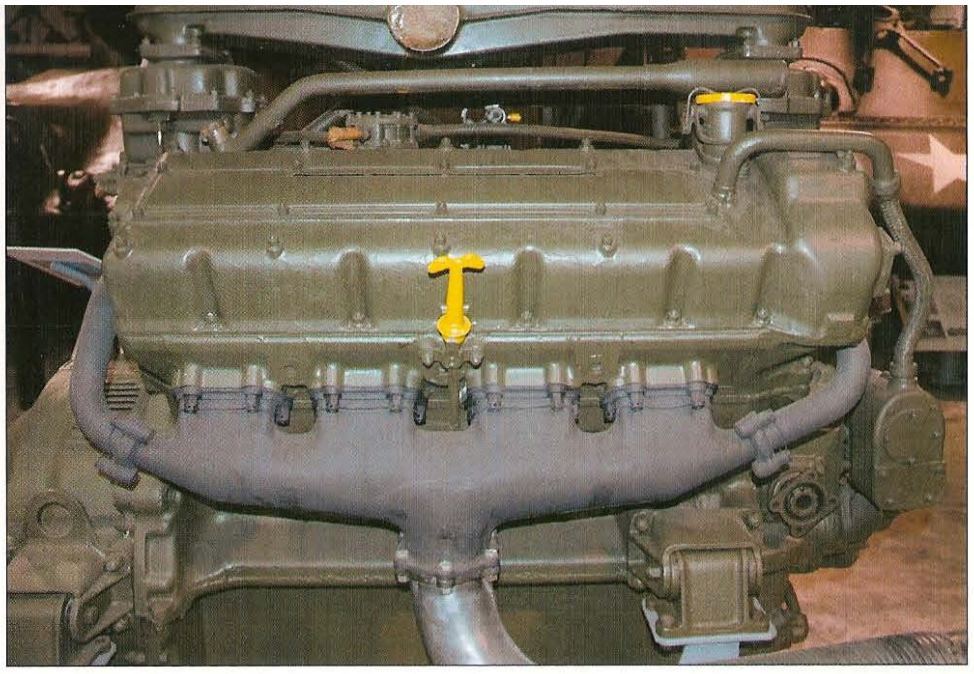
**Although not accurately scaled, this reproduction drawing from a technical manual drawing gives the overall layout of the Pershing's engine-transmission compartment.**





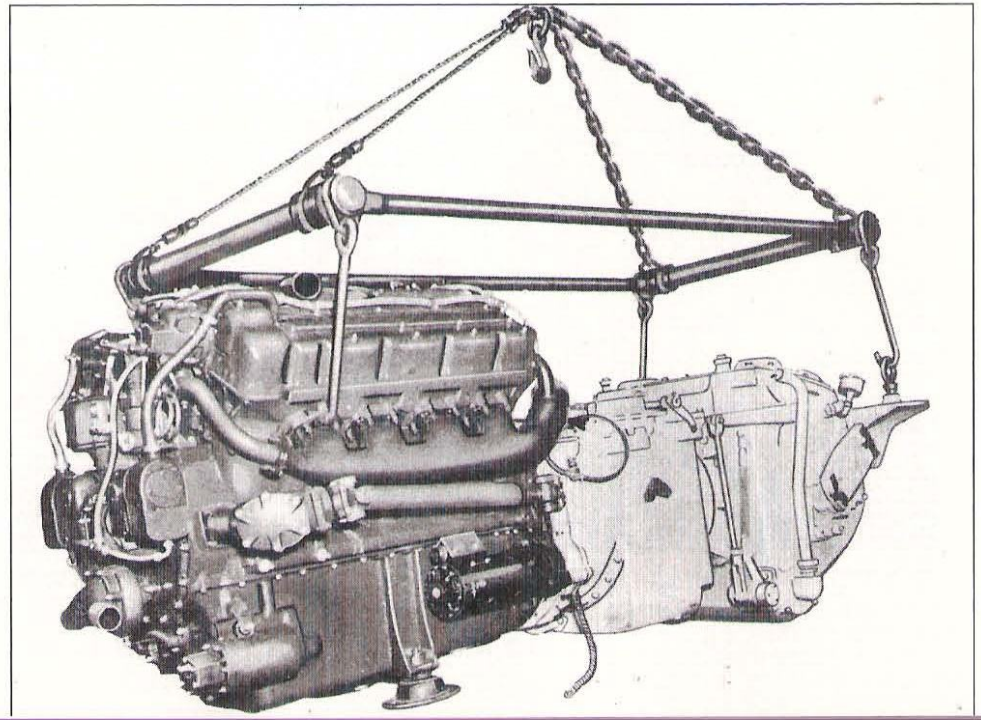
The Ford GAF engine, which was developed from the Ford GAA in the photo, powered the Pershing. The GAF had different exhaust manifolds and differed in other details.

The engine was a 60-degree V with 5.4-inch bore and 6-inch stroke. The engine originated from an aborted Ford aircraft engine design. The engine developed 1,040 lb.-ft of torque. However, the Pershing was underpowered even with this much horsepower.



Like the GAA, the GAF had dual two-barrel down draft carburetors. The 1,100-cubic inch displacement GAF required a minimum of 80-octane fuel and developed 500 net horsepower.

The engine and Torqmatic three-speed transmission were designed for removal as a unit by using this a special sling. The engine alone weighed 1,414 pounds when dry.



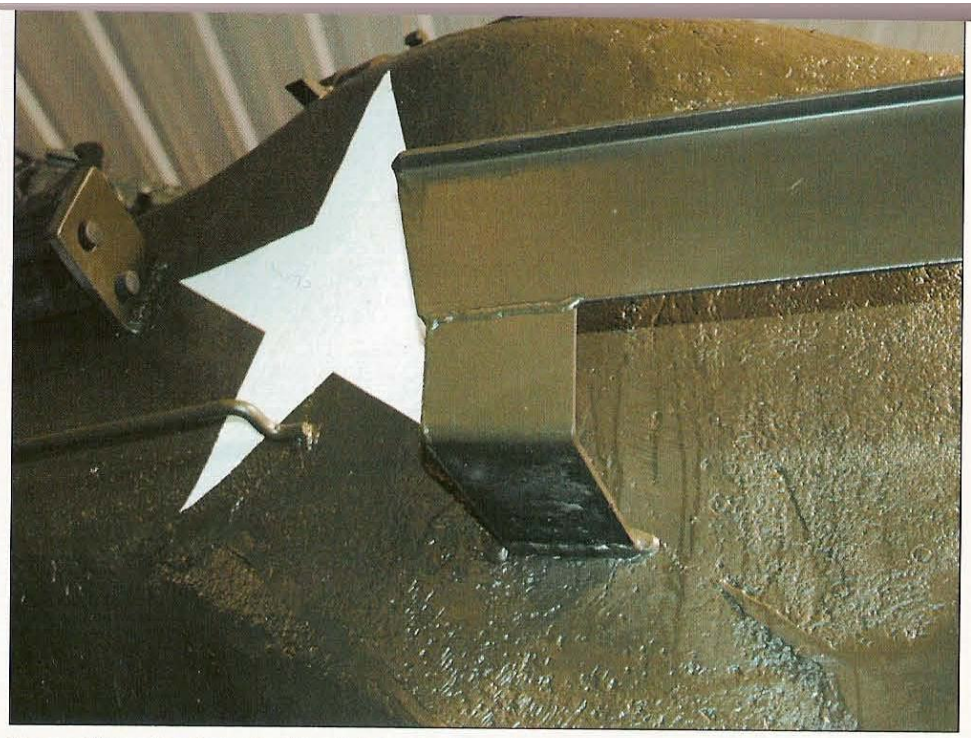
The Pershing's turret was based on the turret developed for the T25 and was made from cast homogenous steel. An M2 HB .50 caliber machine gun was installed on the turret roof for the commander to use in anti-aircraft work. (Chris Hughes)

Two SCD-1241 antennas protrude from the turret roof. The antenna at the turret's rear is for the SCR-528 set, and the antenna near the loader's hatch is connected to an AN/VRC-3 set. (Chris Hughes)

At least one Pershing was modified to include a blower in the turret. The blower occupied the AN/VRC-3 antenna location. The latch that secures the loader's hatch when open is in the foreground.

A rack was made to hold the drivers' hoods when they were not in use. This rack was placed on the right side of the turret. The turret's relatively rough texture resulted from the casting process.

The hood racks were made of sheet steel, and footman's loops were provided to secure the hoods in their racks.



No castings, forging, or other labor-intensive processes were used to manufacture the stowage rack. However, the racks were robust and were often adapted for other uses.

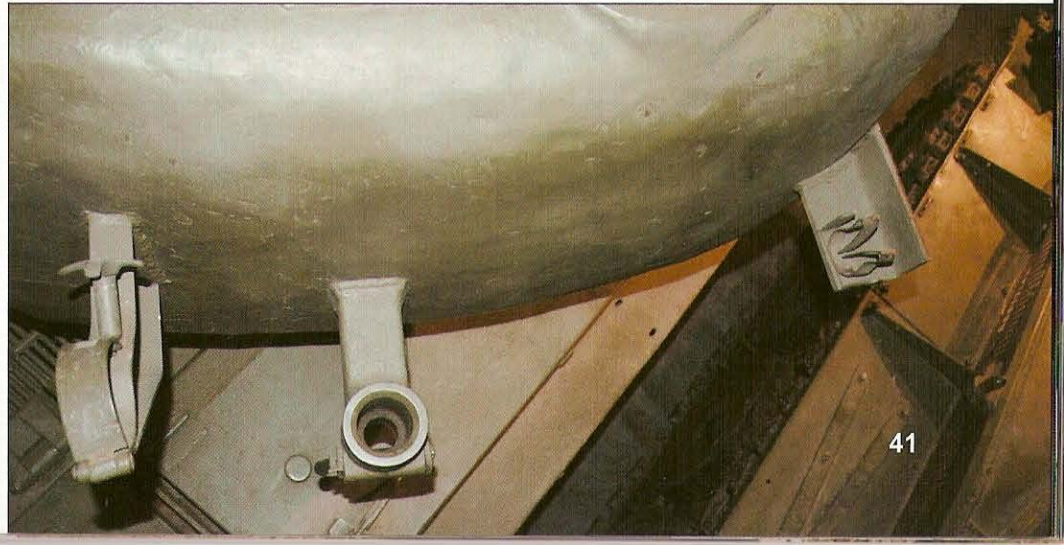
A track connecting fixture or track jack was stored to the rear of the hood stowage rack. Two track jacks were needed to repair or replace the vehicle's tracks. (Chris Hughes)

This deviced used a simple screw mechanism to pull the ends of the track runs together. Bolts were used to close the stowage bracket since it did not require rapid access.

*Aberdeen Proving Ground, mid-February 1945.* This T26E3 (serial number 55) was fully loaded with external stowage. The canvas cover is not in place over the main gun trunnion. The drivers' hoods are stowed in the turret side rack. (Patton Museum)

A socket was provided on the turret's rear to allow the .50 caliber machine gun to be stowed. The socket accepted the machine gun mount's pintle and cradle.

The clamp to the left was secured around the barrel support on the machine gun's receiver. The clamp completed the machine gun's stowage and held it firmly in place.



The M2's barrel was removed and snapped between spring clips in two brackets adjacent to the socket. The operating lever is missing from the socket on this example.

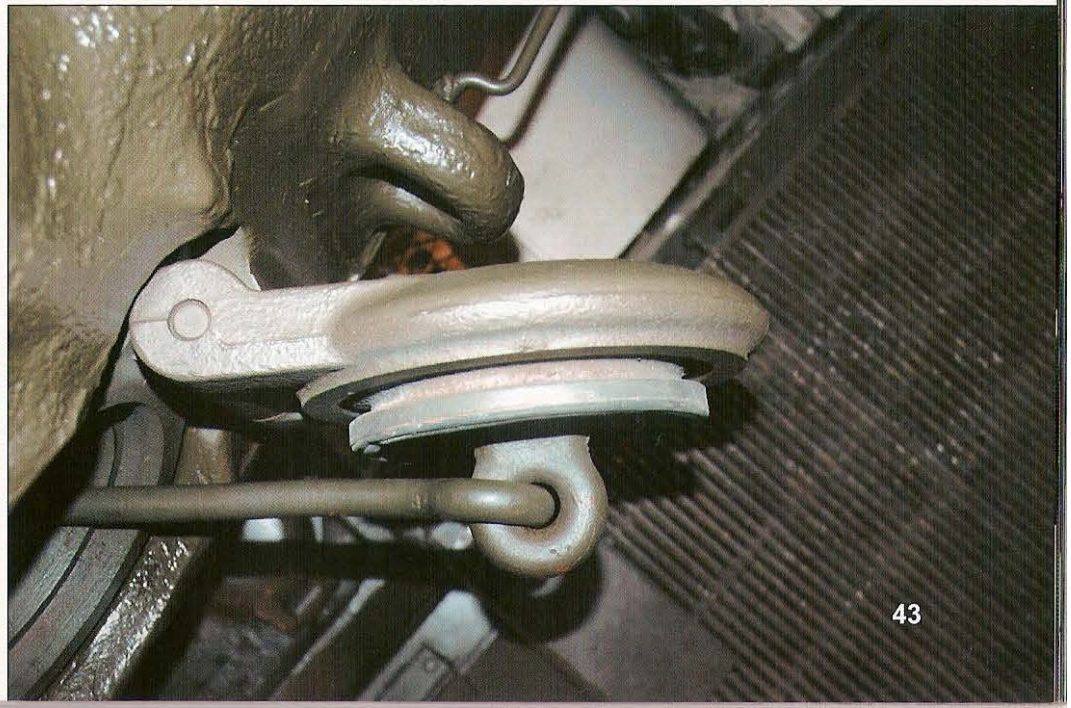
This clamp's latch mechanism resembled the familiar Jeep hood latch. The M2 weighed approximately 84 pounds and required firm attachment for firing and transport.

A pistol port was located in the turret's left wall. The bracket below and to the left of the pistol port was intended to attach an engine-lifting fixture. However, the lifting fixture brackets were found only on the earliest production tanks.

The pistol port door was sealed with a gasket to prevent water from entering the turret.

The forms used to cast the turret were modified to delete the brackets. Later tanks had only two pads (one is shown here) to mark the brackets' former location.

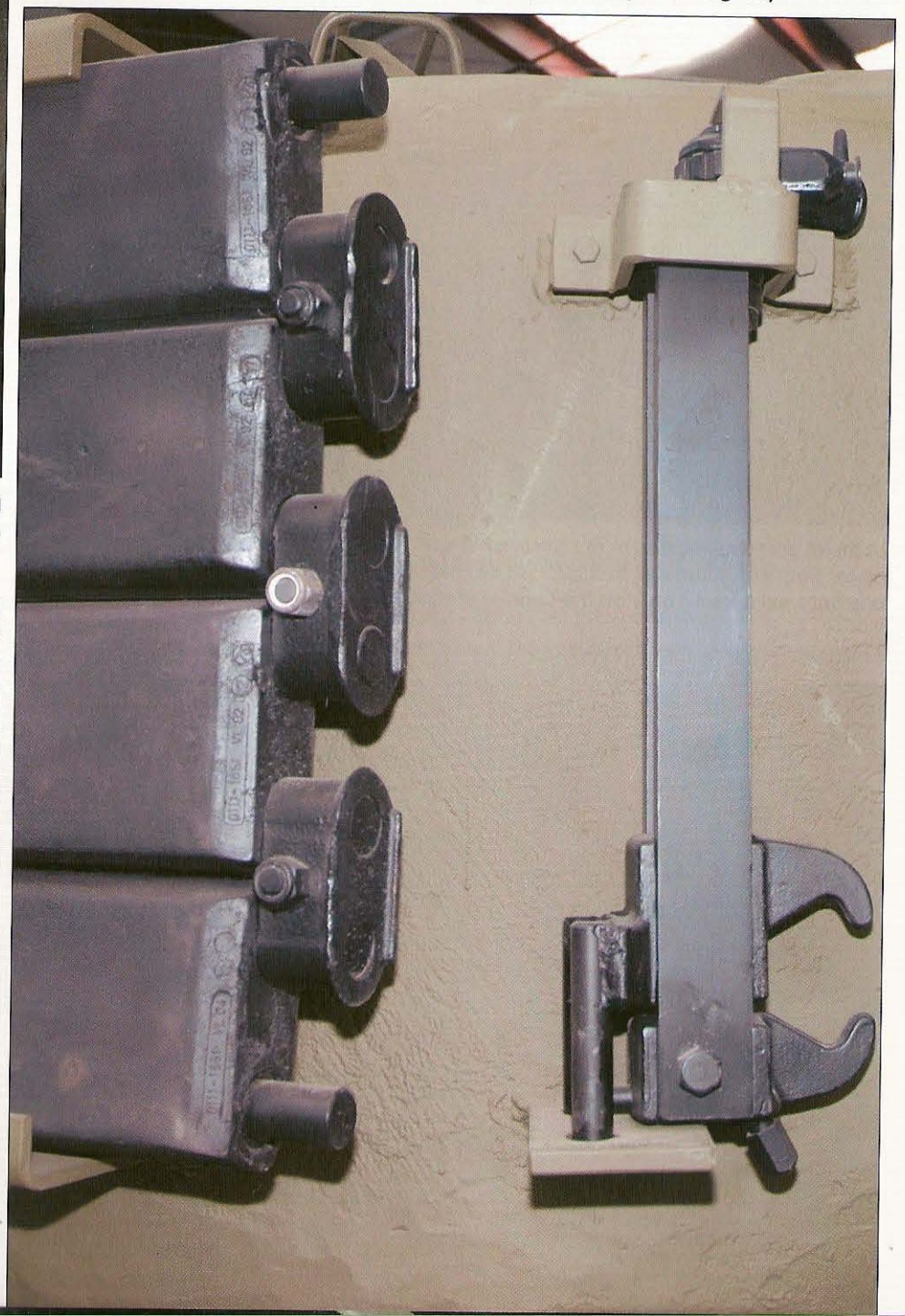
A heavy steel rod operated the pistol port door. Next to the pistol port is a turret-lifting eye. The operator's manual warns against trying to lift the entire tank by these eyes.

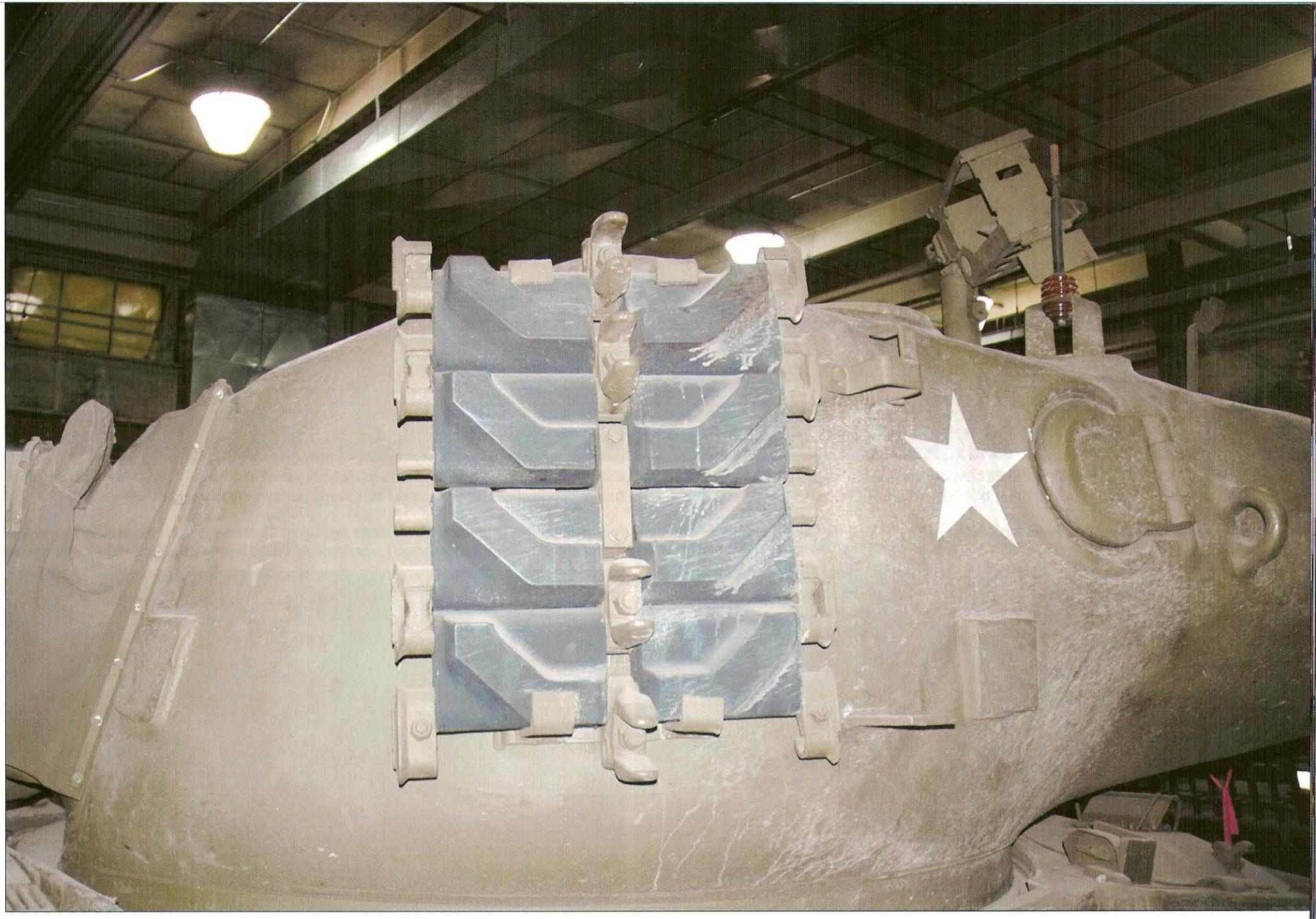


Forward of the pistol port and adjacent to the spare track links are brackets for storing the second track-connecting fixture. The spare track sections were not continuous. Instead, they consisted of two, two-link sections.

This ratchet mechanism was used to operate the track jack. The stowage bracket folded over the top of the track jack to keep it from getting loose when the tank went over rough terrain.

The track jack firmly bolts into its stowage brackets. The inner, rubber-covered surface of the track links was an effort to quiet the tank's operation. (Chris Hughes)





The two segments of spare track were held in place by brackets bolted onto the side of the turret. The former locations of both engine-lifting hoist brackets are clearly visible in this photo. One area is near the mantlet, and the other area is near the pistol port.

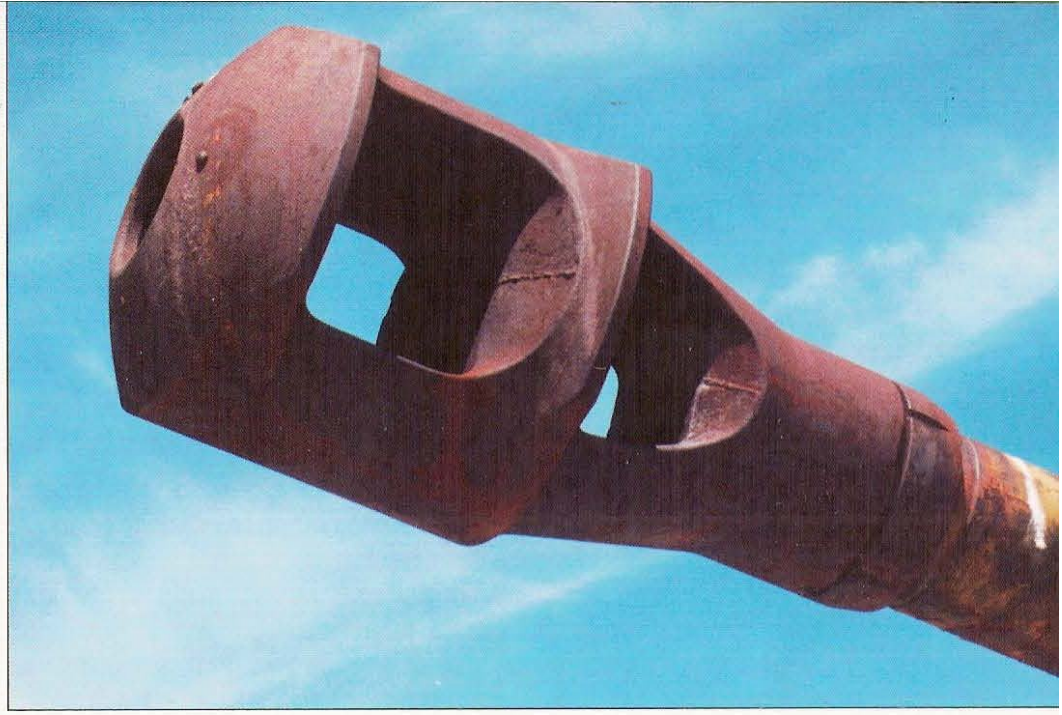
In order to store T84E1 track in the turret rack, the guide teeth had to be reversed so that they were on the same side as the rubber chevrons.

The track sections were not stowed flush against the turret. They were stowed on a heavy gauge sheet metal bracket that stood out slightly from the turret surface.

The forward lifting mechanism bracket on early tanks' turrets was located near the trunnion cover mounting.

A canvas cover protected the mantlet and turret junction on service tanks. This cover kept debris such as limbs, brass, and stones from jamming the elevating mechanism.

Metal strips attached with hex bolts cover the edges of the canvas as well as fasten the cover to the turret and mantlet.



The T26E3 Pershing's M3 90 mm gun was equipped with a double baffle muzzle brake. This brake reduced recoil force and freed space in the turret's cramped interior.

The rear baffle of the muzzle brake featured a replaceable bushing in the bore. The entire muzzle brake was screwed onto the gun tube. Then, the brake was secured with a special lock nut.

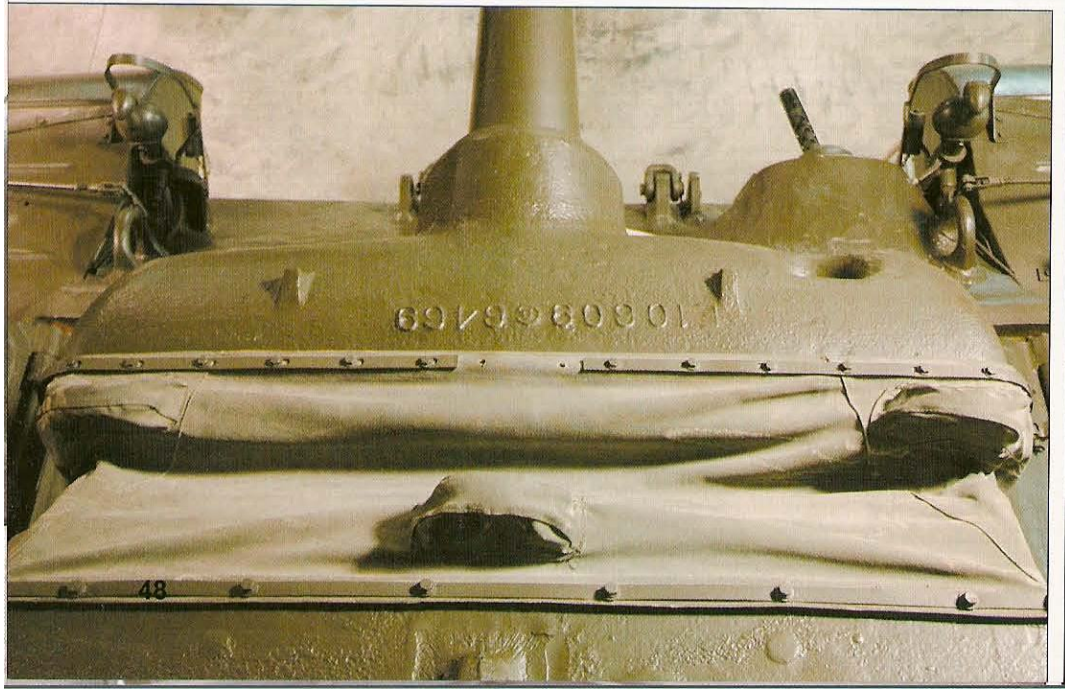
The M26A1 was armed with the improved M3A1 90 mm cannon. When this weapon was created, the outer baffle of the M3's muzzle brake was removed. Also, a bore evacuator was installed and is located just behind the muzzle brake. (Chris Hughes)

The Pershing had a large cast gun mantlet, which was one of the most vulnerable areas on the tank. One reason for this vulnerability was the direct sight telescope aperture, which is visible in the photo to the left of the foundry markings.

The canvas trunnion cover extended the full width of the mantlet and included pockets to cover the mantlet's lifting rings and the separate turret front.

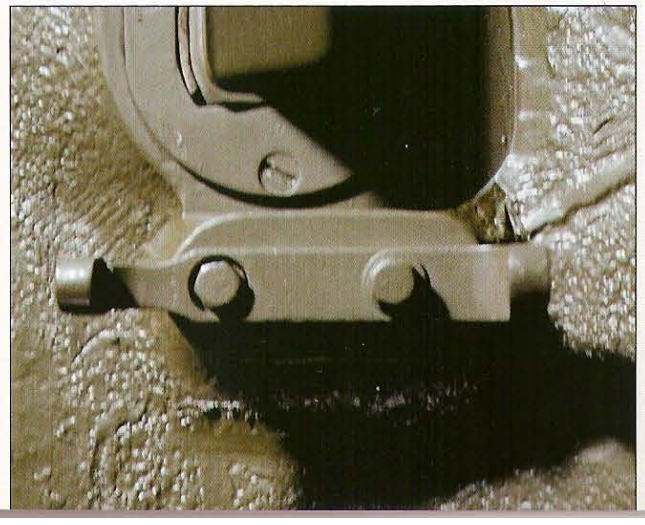
An opening for the M1919A4 coaxial machine gun was placed on the left side of the mantlet and was another vulnerable area. (Chris Hughes)

The commander's sighting vane was placed just inboard of the gunner's M10F periscope. The plug between the sighting vane and the forward turret-lifting ring was the mounting point for the spotlight.



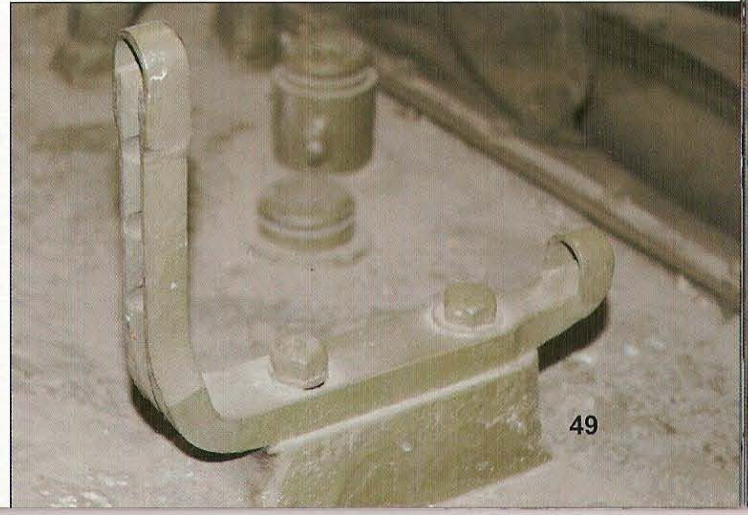
To the left of the commander's sighting van is the gunner's sighting periscope lid. The commander's cupola, which includes six thick, glass vision blocks, is similar to the cupola on later Shermans.

Two hex-head bolts secured the sighting vane to the turret roof.



A mounting boss for the sighting vane was integral with the turret casting.

The sighting vane's openings taper and are wider at the rear than they are at the front.



An M6 periscope was mounted in the center of the commander's cupola. While other M6 periscopes on the tank rotated in their own mount, this periscope is fixed rigidly to the commander's hatch. However, the entire center portion of the hatch rotated.

The General Steel Casting's foundry markings appear on the roof of this Pershing's turret. The markings are located between the anti-aircraft machine gun mount and the SCR-528 radio's antenna.

This anti-aircraft machine gun mount has its pintle and cradle in place. Originally known as the Pintle Assembly D80030, the mount was later designated Mount Assembly 6580030 and was made from cast steel. This gun mount has the ammo box holder 7046650.

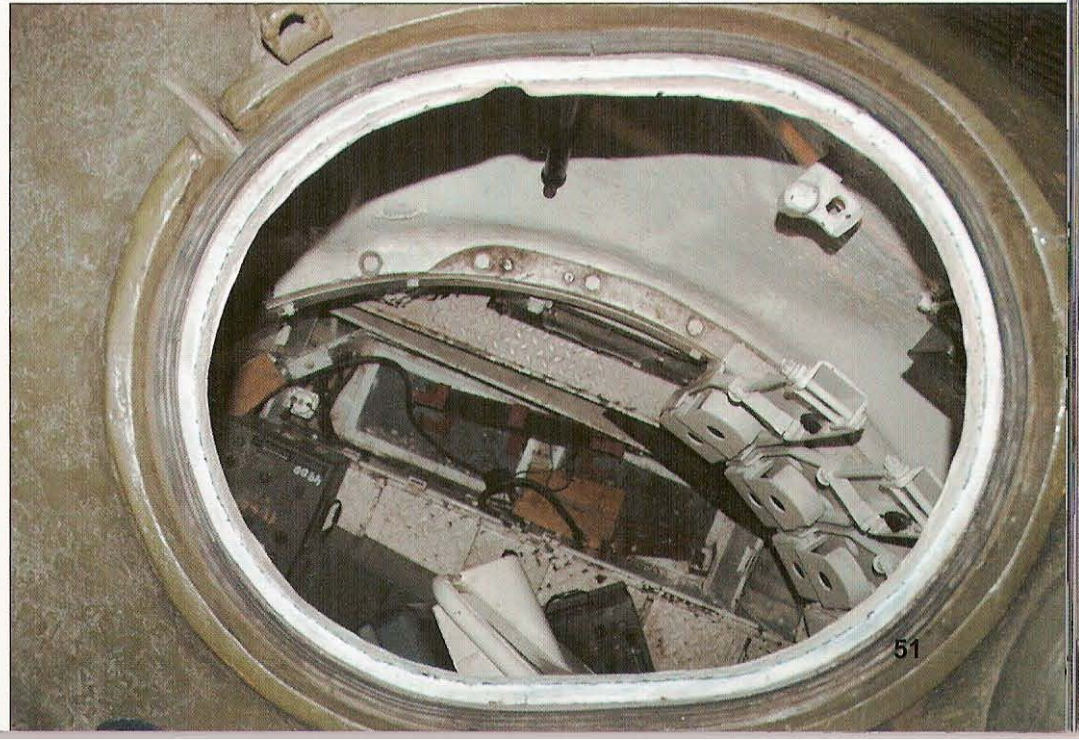
A swing-down support for the .50 caliber machine gun is located on the the rear turret roof. The "SS" markings from the Scullin Steel foundry also appear on the roof of the turret's rear.

The Browning .50 caliber machine gun, on the turret roof, had a maximum range of 7,000 yards. However, its effective range was closer to 2,000 yards. (Chris Hughes)

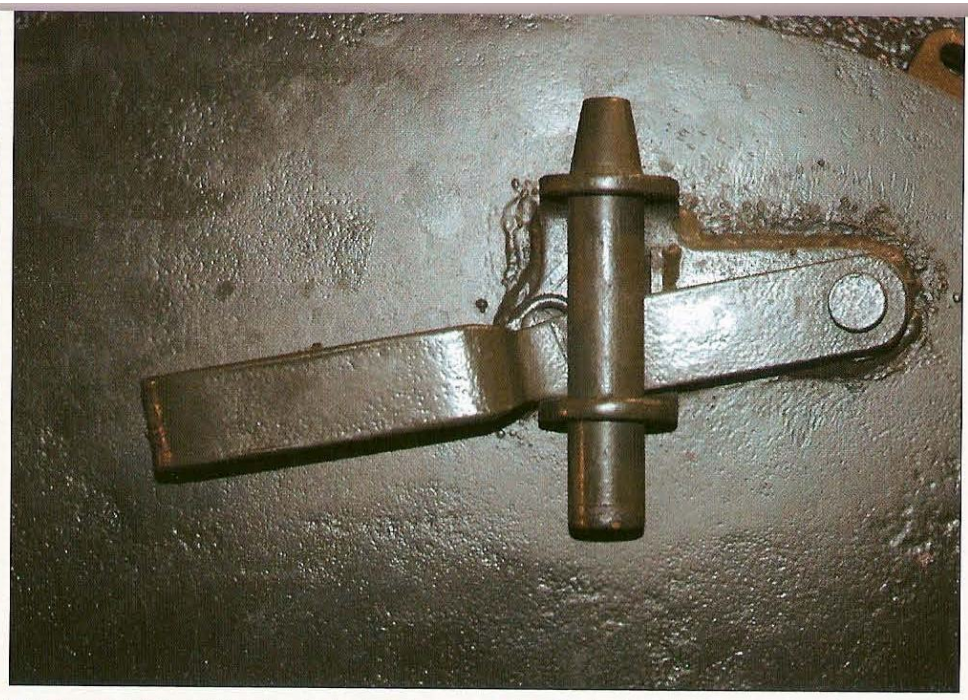
The M2 Browning or *Ma Deuce* can fire 450 to 550 rounds per minute. The Pershing's mounting pedestal is hinged and allows a modest height reduction. (Chris Hughes)

Opening the loader's hatch was easier with these two coil springs attached to the outside of the hatch and the turret. Equipped with a hasp, the hatch could be padlocked from outside the vehicle. The other hatches had to be secured from inside the vehicle.

A rubber gasket surrounded the loader's hatch opening and prevented rain and other liquids from entering. Empty, main gun-ready ammunition racks are visible through the open hatch.



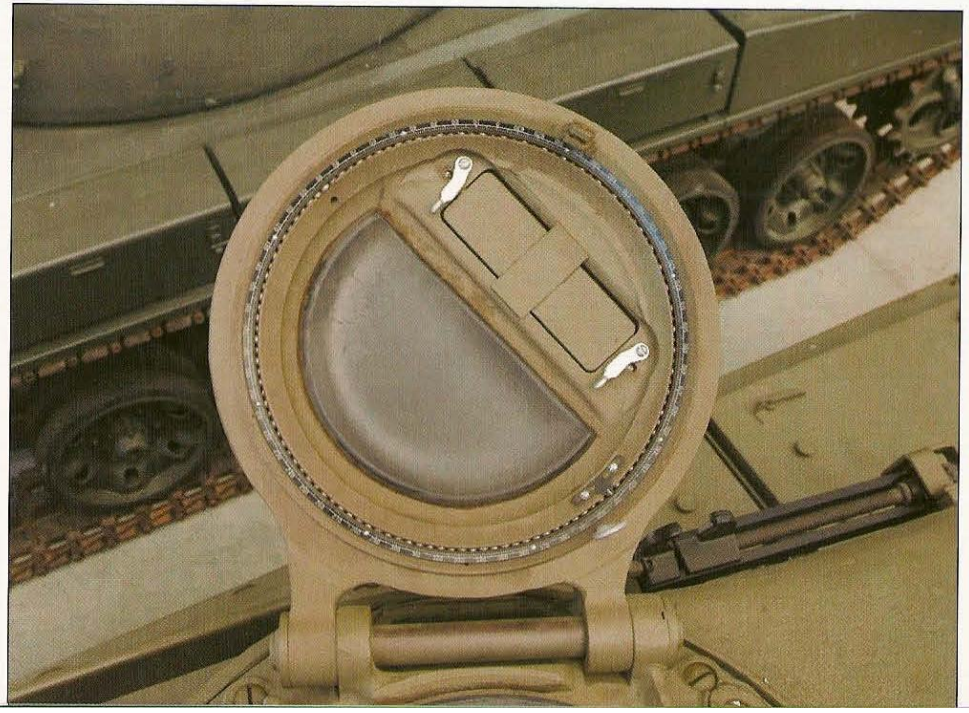
The inner surface on the loader's hatch that was not covered with a black pad was painted olive drab.

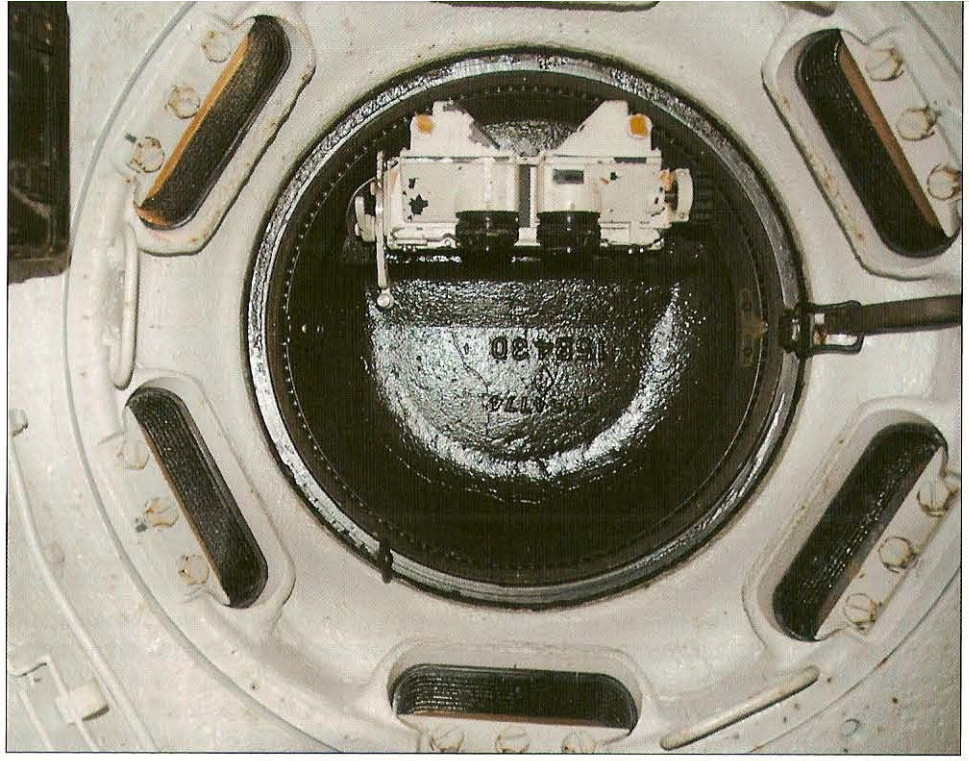


The inner latch on the loader's hatch was a simple design, but it was a robust, lever-operated plunger.

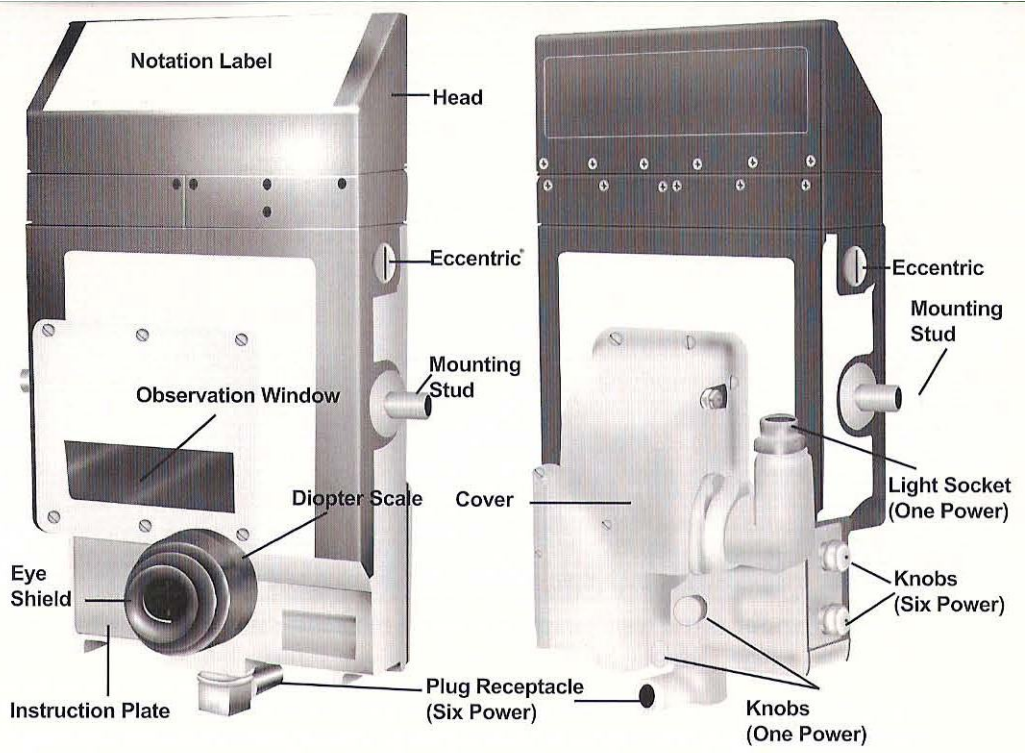
The inner surface of the commander's hatch was also painted olive drab, and part of the surface was covered with black padding. A soft, black pad also ringed the cupola opening. (Chris Hughes)

Around the outer circumference of the cupola hatch was an azimuth scale. This scale could be used in conjunction with the vane sight, which was located just ahead of the commander's periscope. (Chris Hughes)



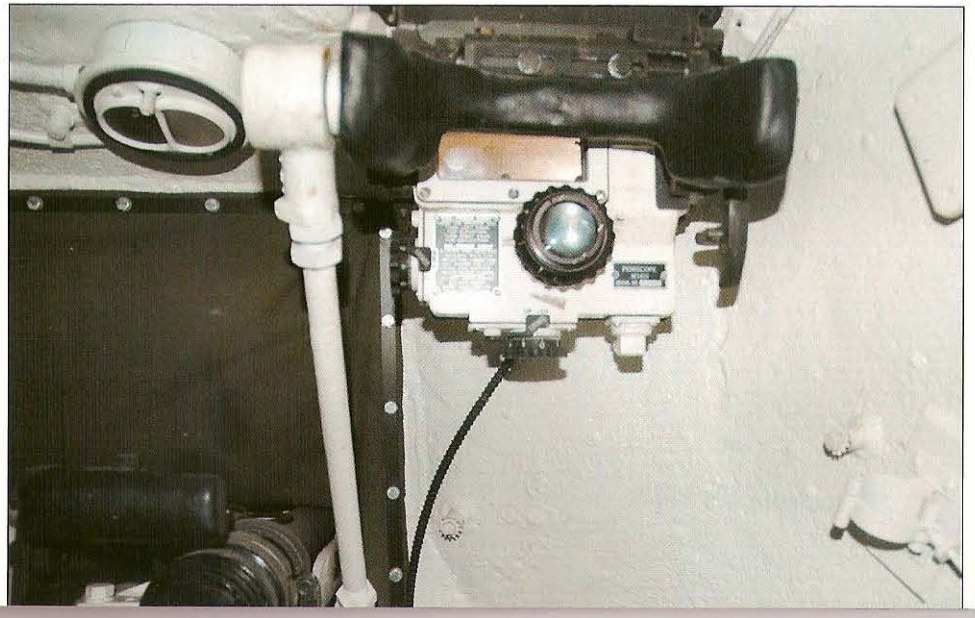


This view is of the commander's cupola from inside the tank. An M15A1 periscope has been installed instead of the specified M6. Typically, the M15A1 periscope was associated with the M46 rather than the Pershing.

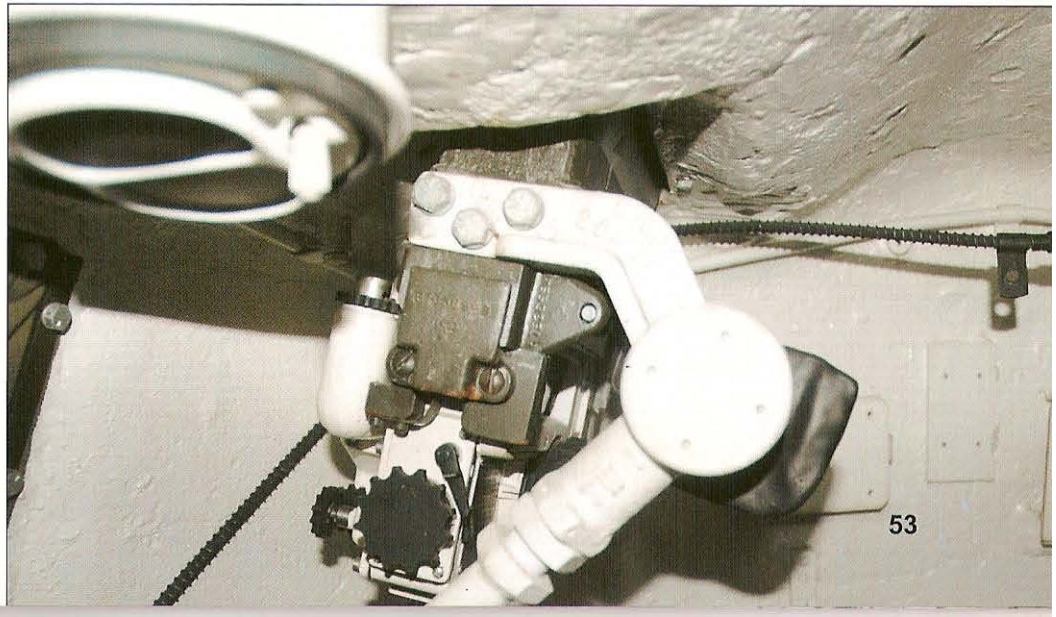



The prescribed M10F periscope had two built-in optical systems. A single power system was for general observation and a six-power system was for gun-laying on distant targets. This illustration lists the primary components of the M10F.

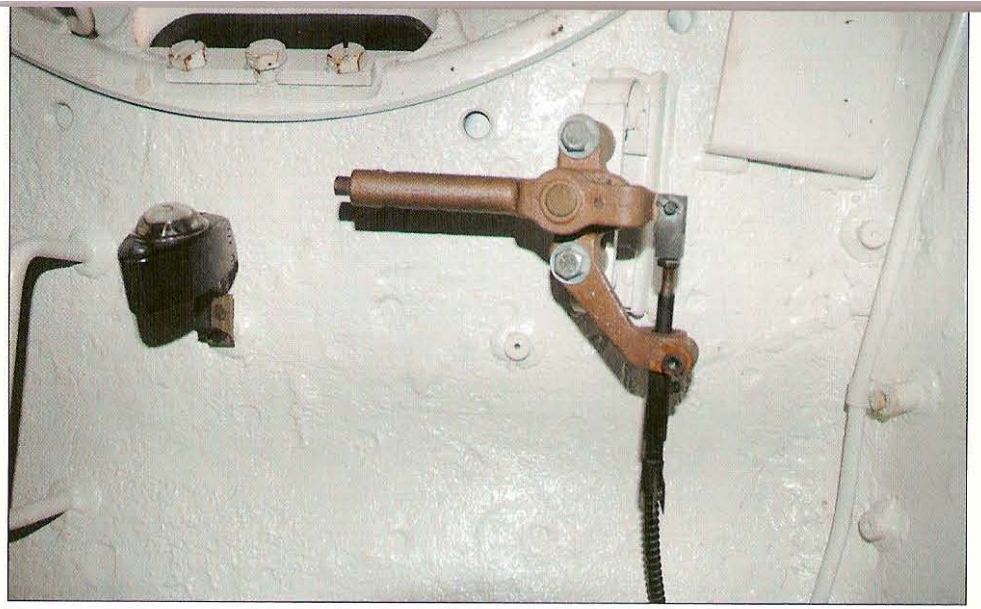
The gunner was furnished with an M10F periscope that connected to the gun elevating mechanism. The periscope allowed the gunner to see where his gun was aimed. This particular tank was refitted with the similar M16F periscope.



The linkage between the periscope and the gun elevating mechanism tilted the periscope as the gun was elevated or depressed. In the foreground is one of three turret compartment lamps with red and white bulbs.



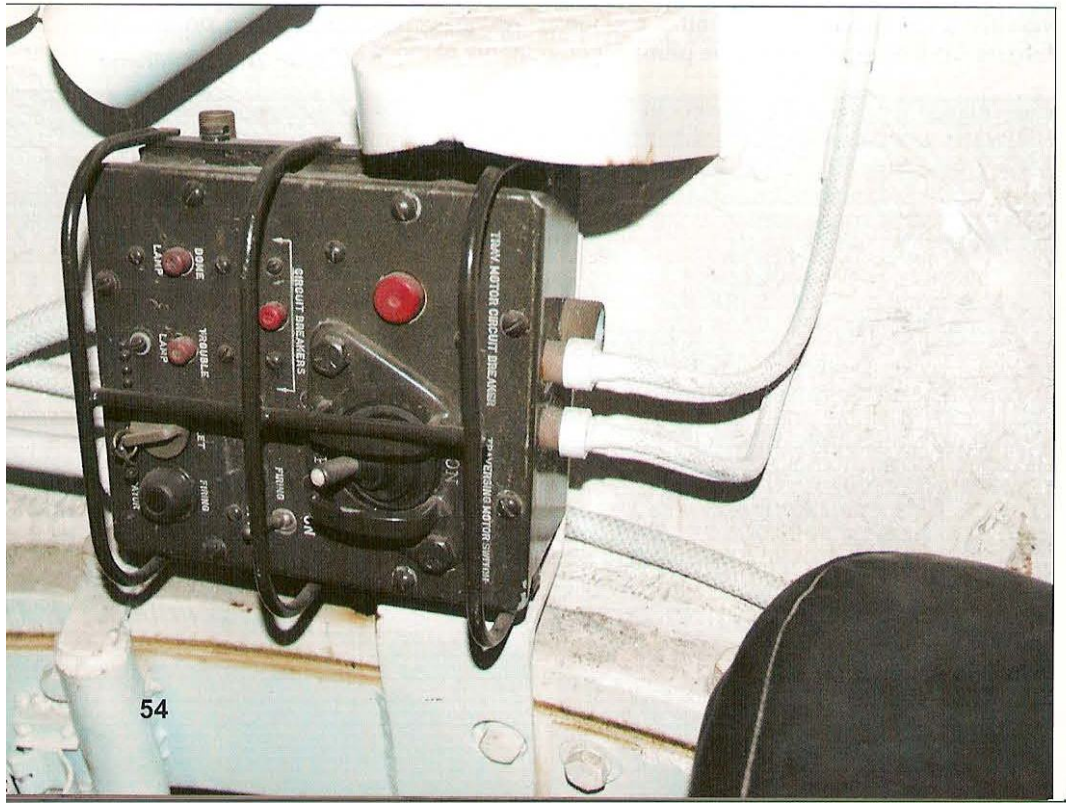
Hanging from the turret roof was a liquid-filled magnetic compass manufactured by Hull.

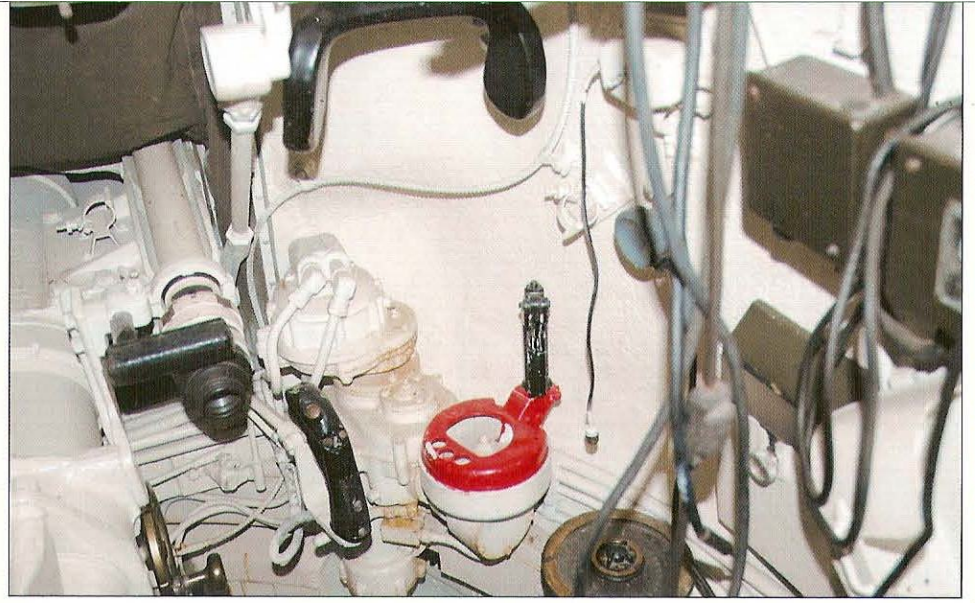


On the turret's roof, the Hull compass was placed just to the left of the commander's bronze-colored, turret traverse control. The button on the end of the traverse control lever had to be depressed to move the lever as a safe guard.

The turret master switch box hangs on the right turret wall near the commander's seat. This box turns on the power to the electric motor, which drives the hydraulic pump for traversing the turret.

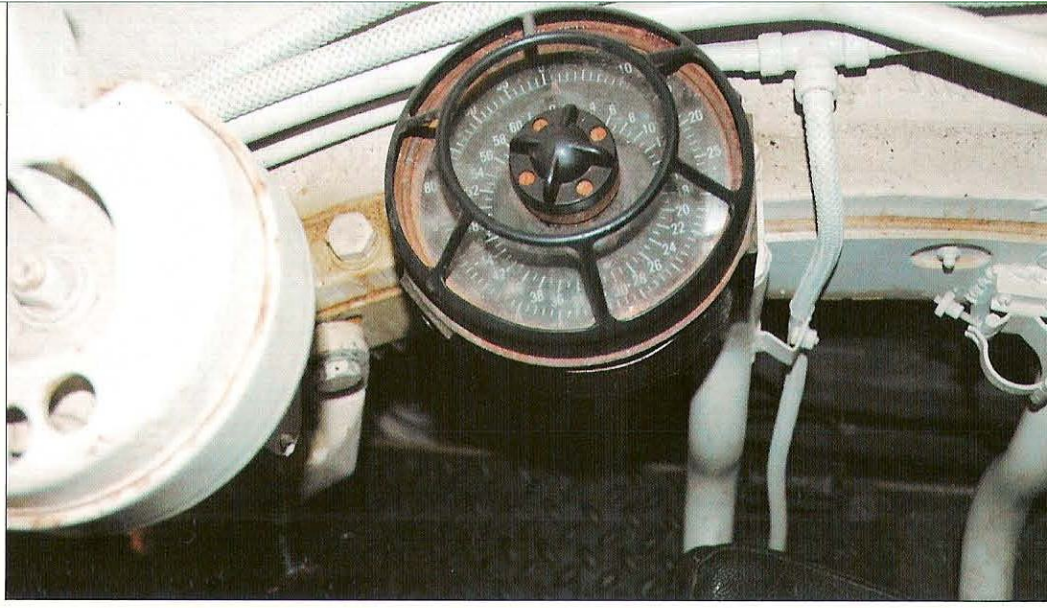
Stowage for a periscope prism, the commander's binoculars, and a flashlight was located above the turret master switch box.





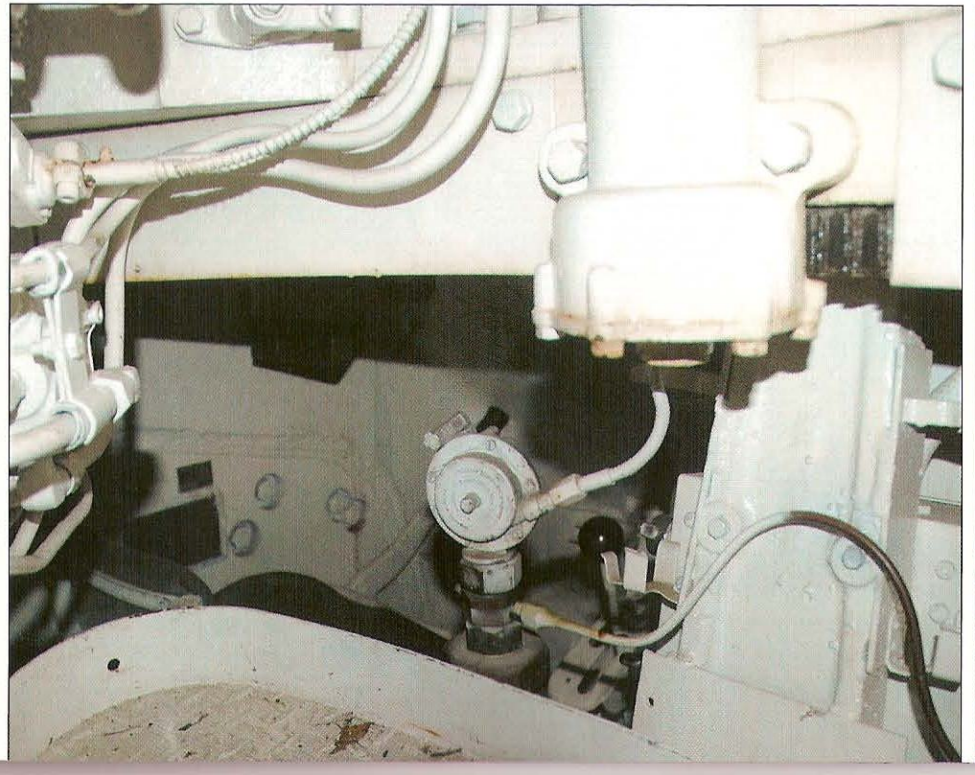
To the far left in this photo of the gunner's position is the right side of the breech. The direct sight telescope is aligned with the main gun mounting, and to the right is the black, hydraulic turret traverse control lever with coaxial machine gun trigger. The red object is the manual turret traverse control lever, and the black object at the top of the photo is the gunner's headrest, which aligned with his periscope.

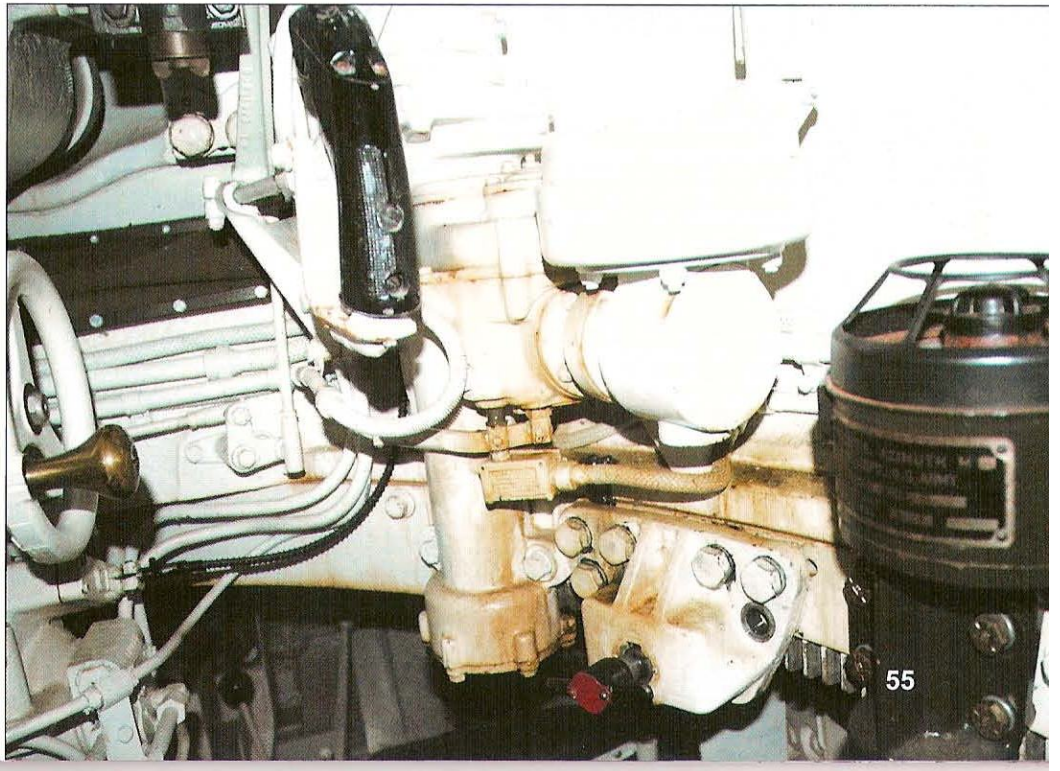
The manual turret traverse mechanism engages the turret ring gear.



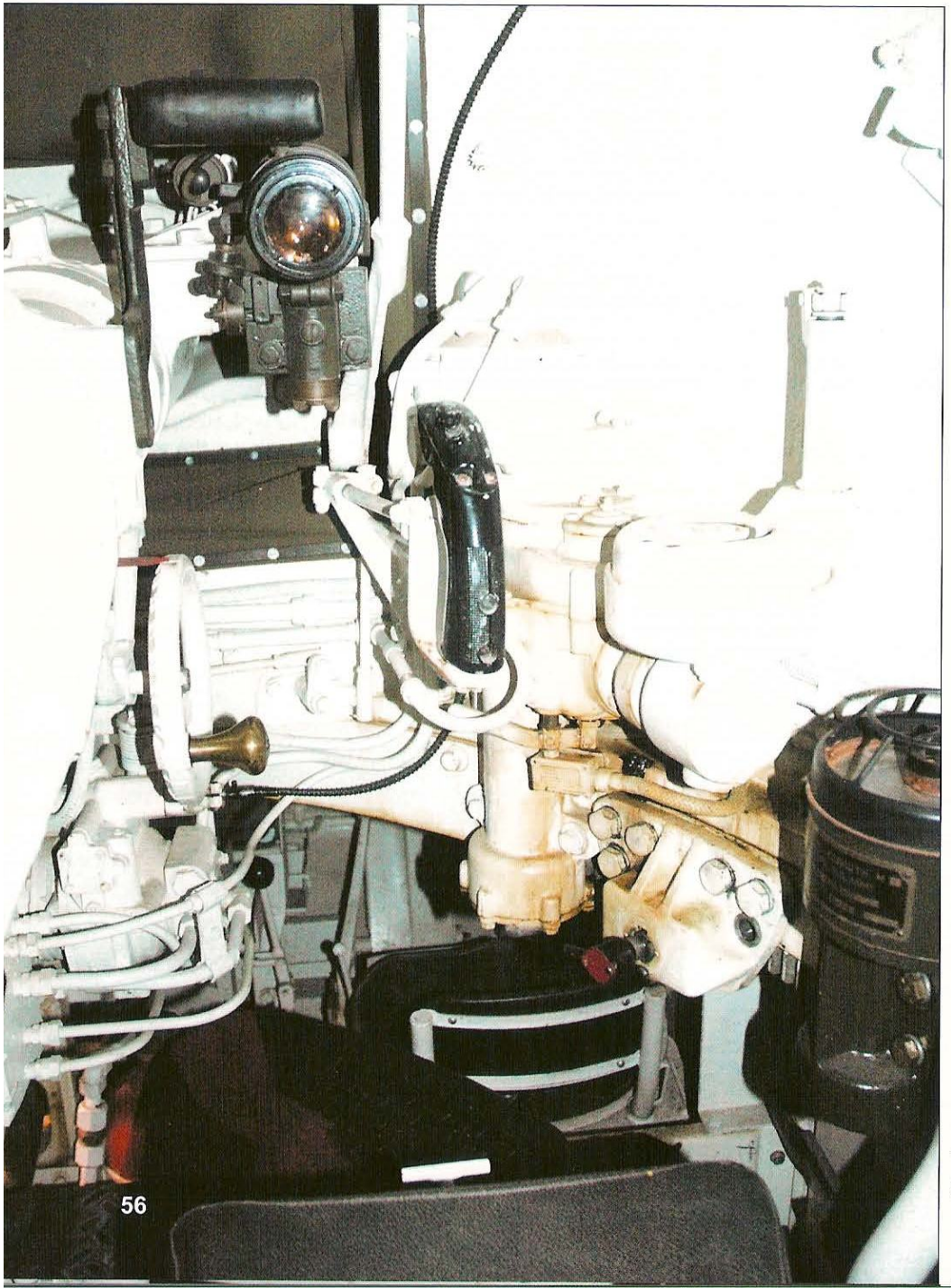
The azimuth indicator was positioned beside the gunner's seat. This indicator provided the position of the gun when it was traversed. The turret ring gear drove the azimuth indicator, which was illuminated by dry cell batteries.

The turret traverse safety lock is near the bottom of the photo and is highlighted with red paint. This safety lock was a manually operated mechanism that inserted a pawl into the turret ring gear to prevent the turret from being traversed hydraulically or manually.

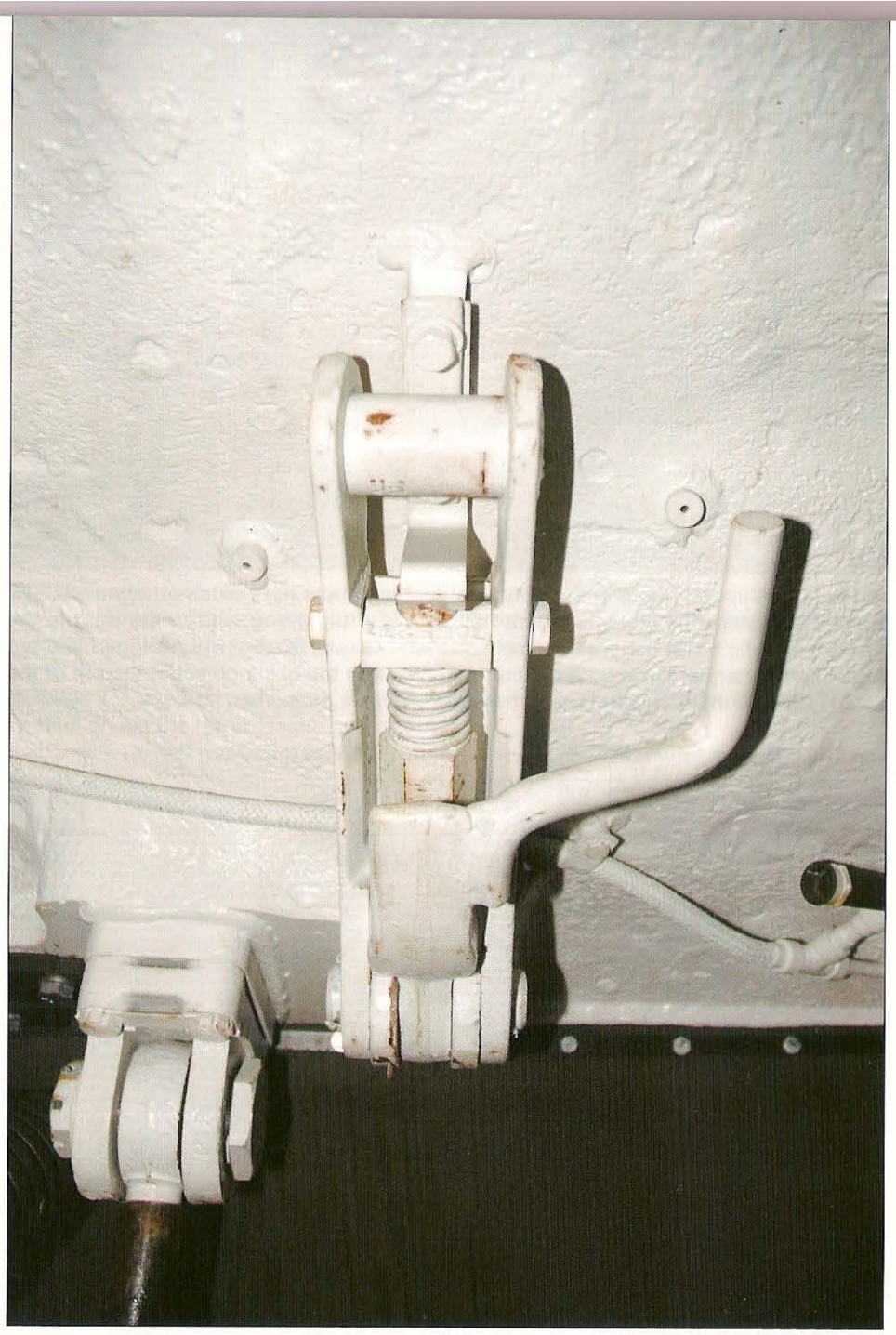




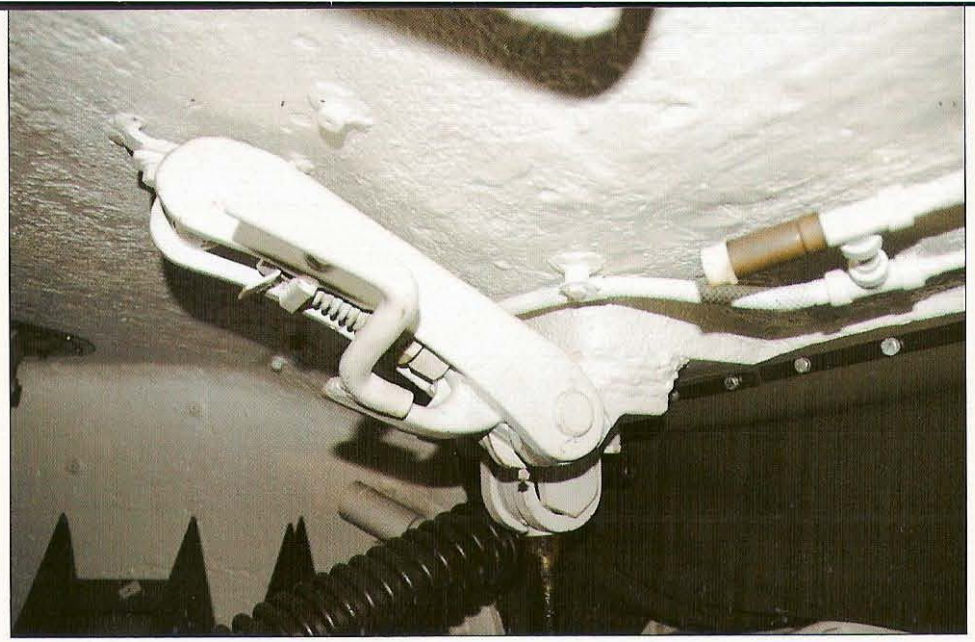
The gunner used an M71C telescope that was mounted beside the cannon with a T90 telescope mount. This telescope was engineered for sighting direct fire.



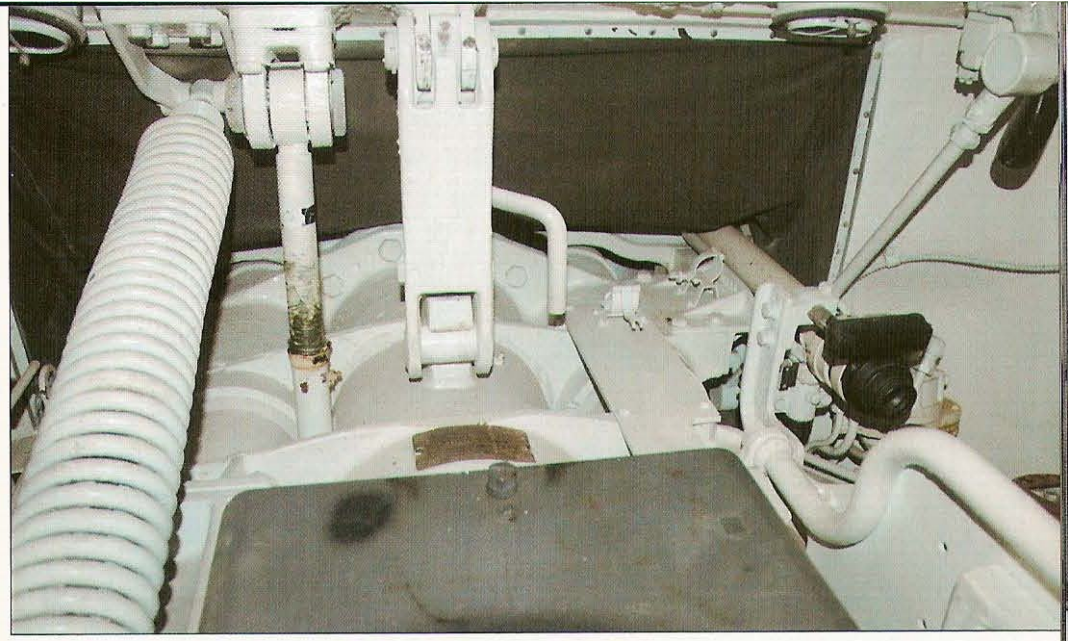




The internal travel lock was mounted on the inner turret roof. Although not as substantial as the external lock, this lock provided a quick release with a simple pull on the handle.

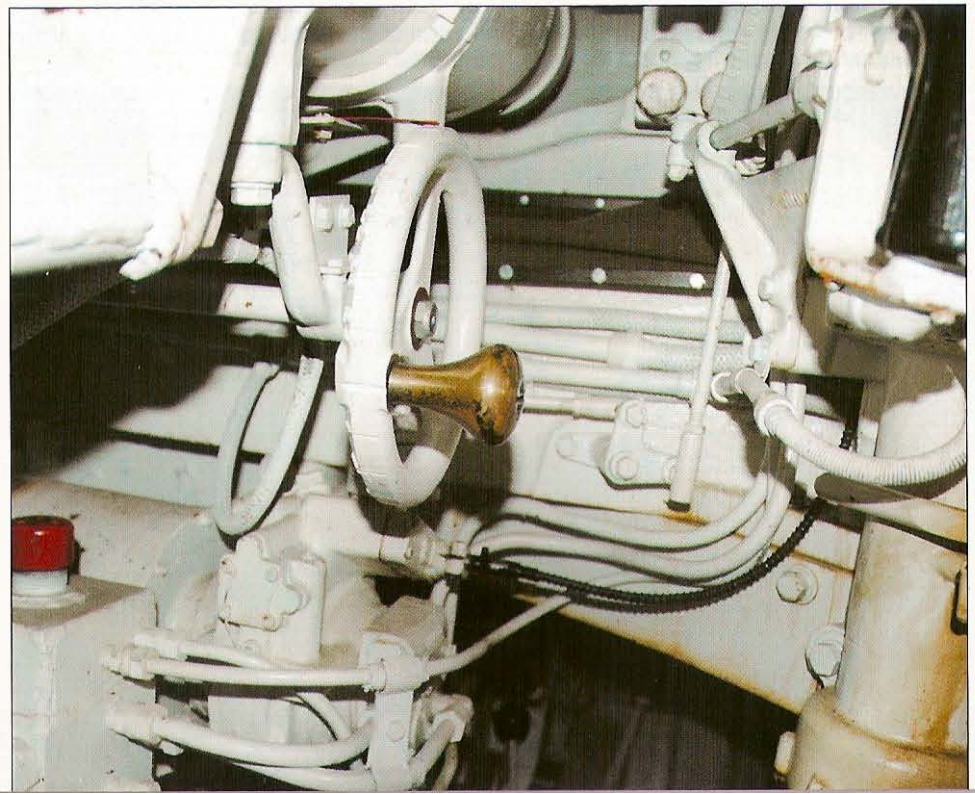


The internal travel lock folded against the turret roof when not in use. A catch on the turret roof horizontally secured the lock.

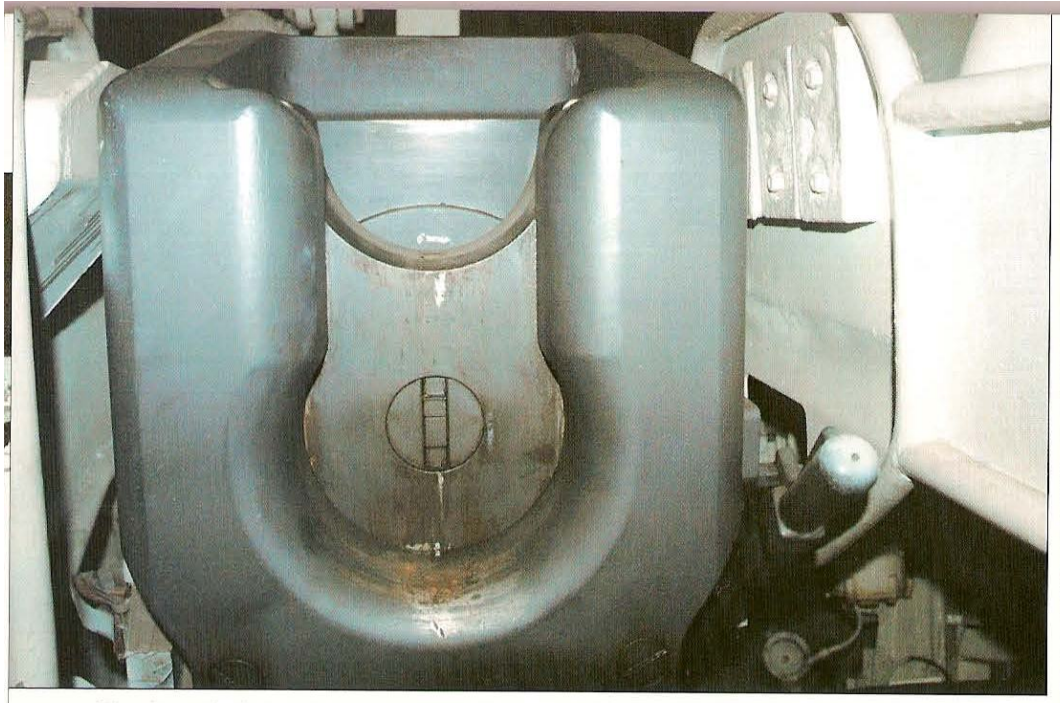


To use the turret gun traveling lock, the gunner swung the device down until it engaged a hook cast into the gun cradle assembly.

The elevating handwheel sat below the gun cradle. Gun elevation and depression was manual, and the gun had a range of elevation from –10 to +20 degrees.



This recoil guard, located to the right of the breech, protected the commander and gunner from the weapon's motion when it fired.

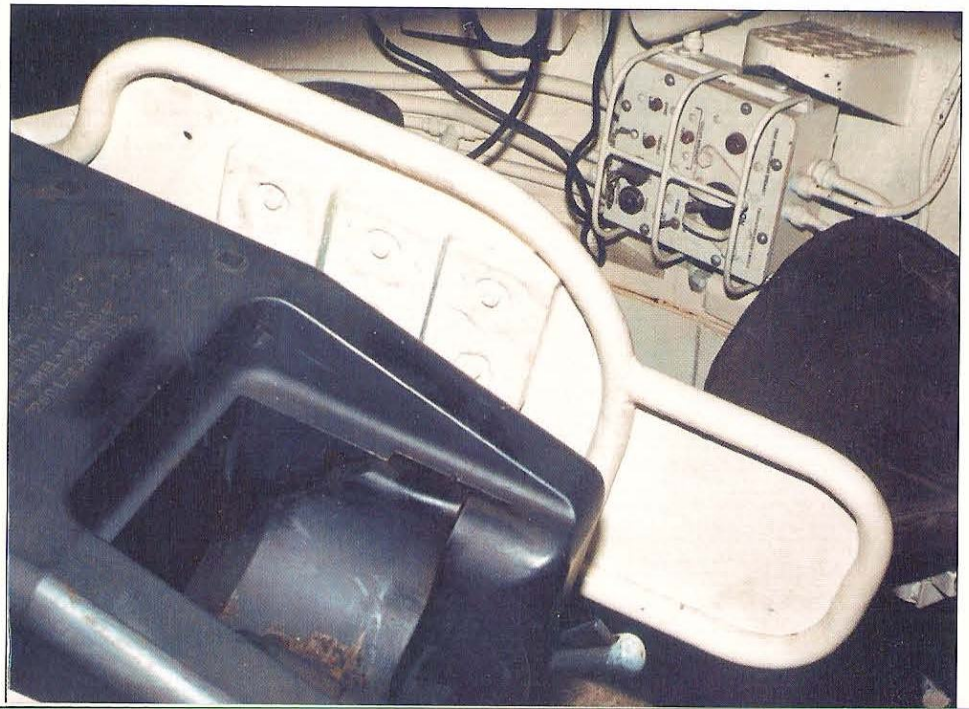


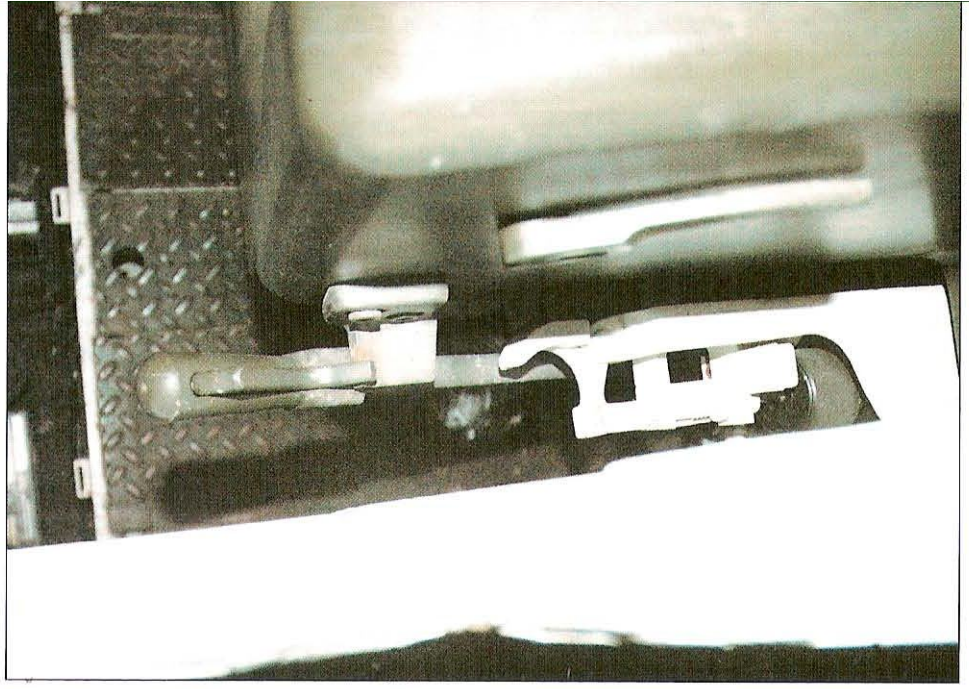
The breech ring was screwed onto the end of the gun tube. The breech block lifted vertically during operation. The lever on the right controlled breech block lifting.

Identification markings were stamped into the top of the breech ring. For maintenance purposes, the tank crew was responsible for keeping detailed records on weapon use.

The M3 and M3A1 guns used in Pershing tanks were manually loaded. The T30E16 High Velocity Armor-Piercing Tungsten round attained a muzzle velocity of 3,350 feet per second when fired.

Weights were attached to the inner surface off the recoil guard to help balance the weapon. The turret switchbox, pictured here with its protective guard, is beneath the step on the turret wall.



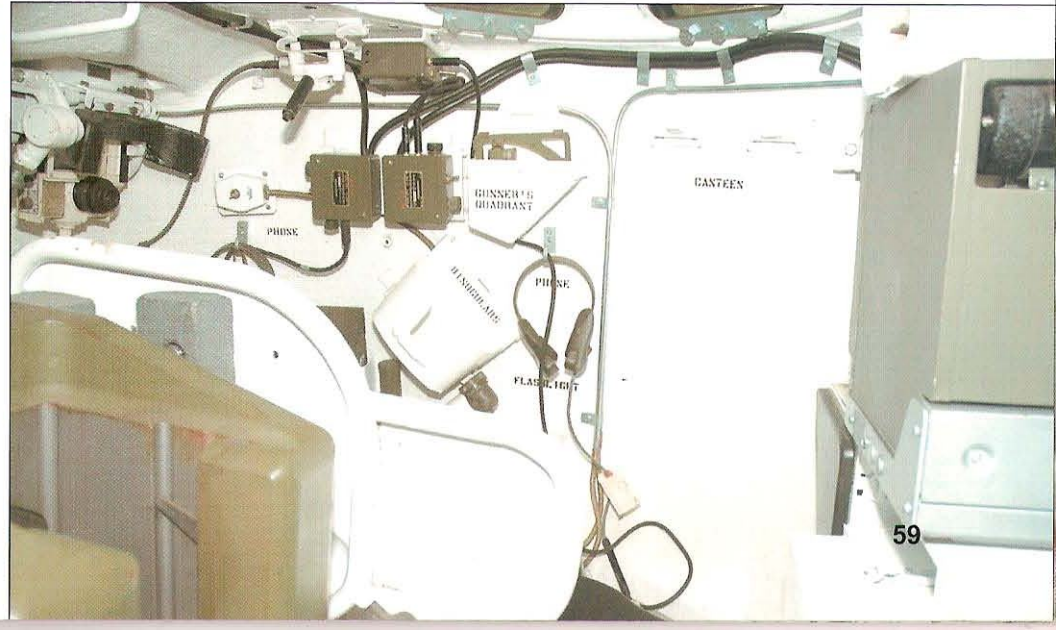


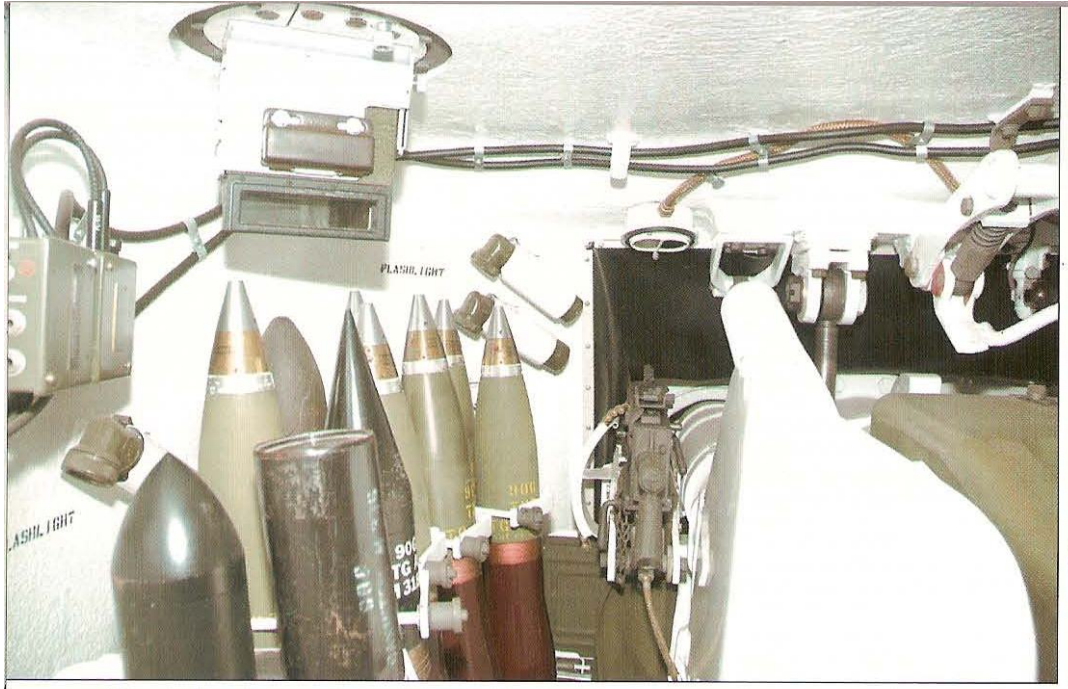
The round breech operating lever extended beyond the back of the breech ring. Near the breech ring's right side at the top is the hand cocking lever handle. Just above the breech cocking lever is the firing lever.

A coaxial M1919A4 .30 caliber Browning machine gun was mounted on the left side of the main gun. A canvas bag was suspended from the weapon to catch the spent brass. (Chris Hughes)

The coaxial weapon was fed from an ammo box placed below and to the left of the machine gun. Although normally fired electrically by a trigger, located on top of the hydraulic traverse control handle (the main gun trigger was to the front of the same handle), the gunner could also fire the machine manually by pulling the trigger at the rear of the weapon. (Chris Hughes)

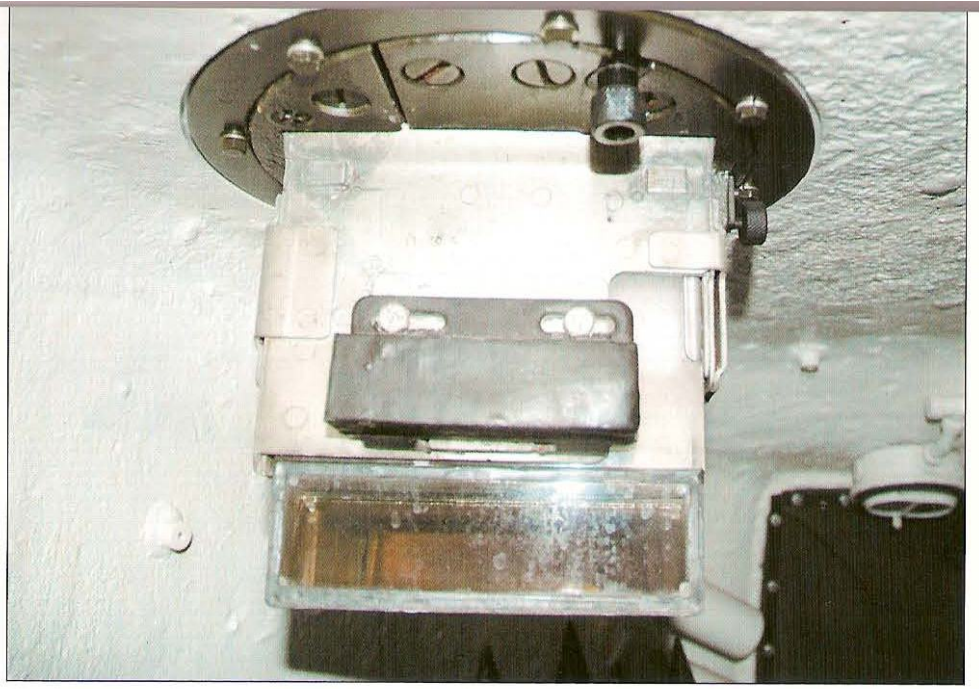
Like all armored vehicles, the Pershing's interior was cramped. This view, taken from the loader's seat, shows the commander's and gunner's positions. To the right of the photo is the edge of the radio set. Three interphone control boxes are visible. Two of the boxes are on the right turret wall. Another control box is mounted on the turret roof. (Chris Hughes)





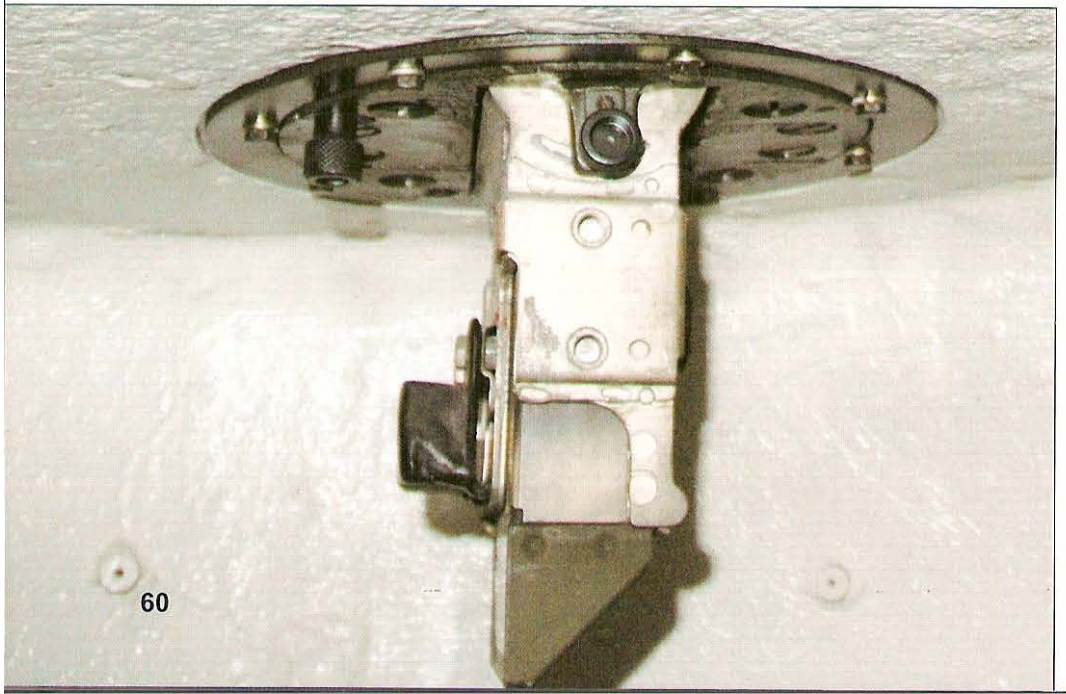
Mounted on the left turret wall are the main gun ammunition ready racks that hold 10 rounds. The loader's interphone control box is above the rounds. In the turret roof is the loader's periscope. U.S. ammunition with olive drab bodies typically denote high explosive rounds, while black bodies indicate armor piercing rounds. (Chris Hughes)

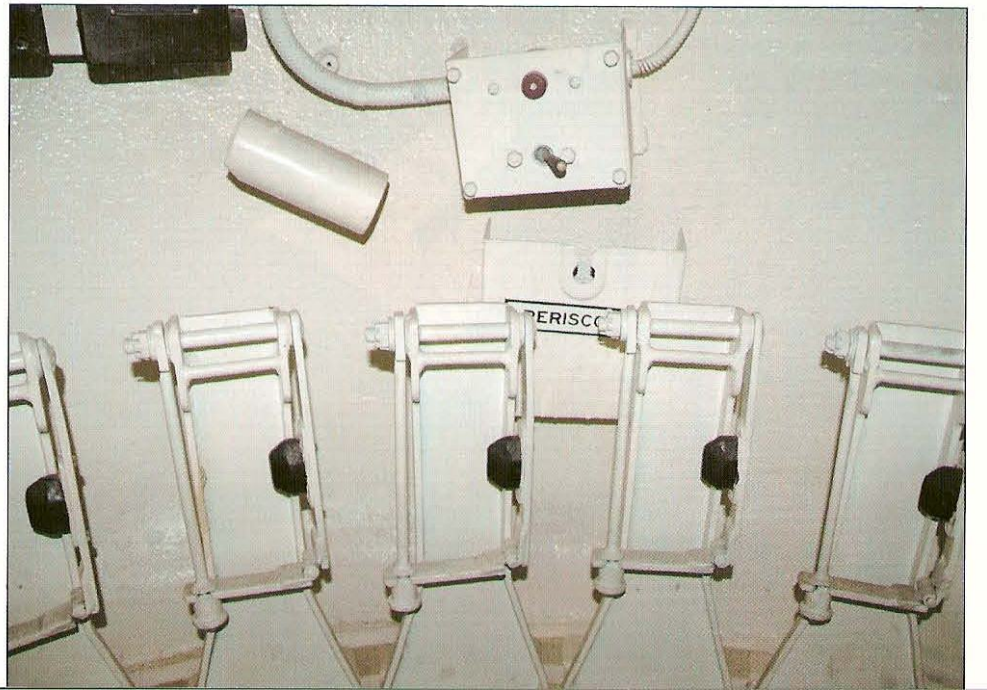
The periscope tilted to allow a limited amount of elevation and depression in addition to side-to-side viewing. The tank carried 15 spare pericscope heads in 5 boxes.



The loader's M6 periscope could rotate fully to allow the loader to watch the left and front of the vehicle. The periscope heads were made of hard plastic and were quick and easy to replace if a bullet shattered them.

As the ammunition ready racks were emptied, the upper supports dropped to allow easy access to the next two-round rack. During lulls in action, ammunition was redistributed to these racks from wet stowage boxes in the floor.



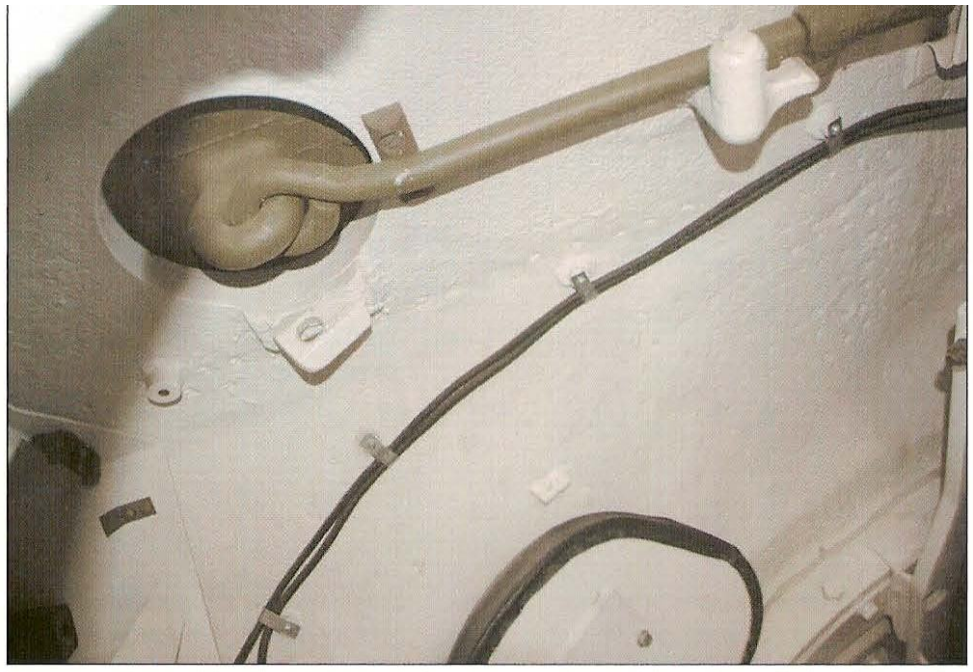


The ready racks' lower portion folded up when not in use. Each 90 mm round weighed between 23 and 24 pounds and were handled with care.

Interleaved sheet steel shelves supported the ammunition in the wet racks (deemed "wet" because they flooded with water to minimize fire-induced explosion risk).

The main wet ammunition stowage racks were in the tank's floor. The four floor racks held a combined 60 rounds of 90 mm ammunition.

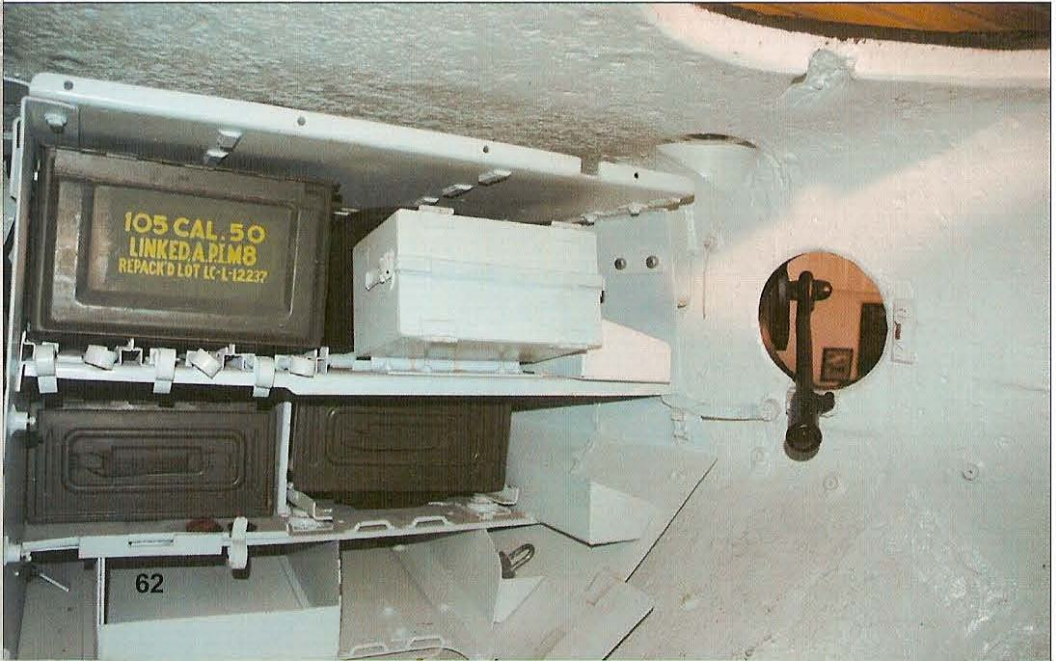
Two interphone boxes and a flashlight rack were mounted above the ammunition ready rack. Rather than dangling as it is here, the pistol port operating rod is supposed to be stowed on a lug between the pistol port door and the interphone boxes.

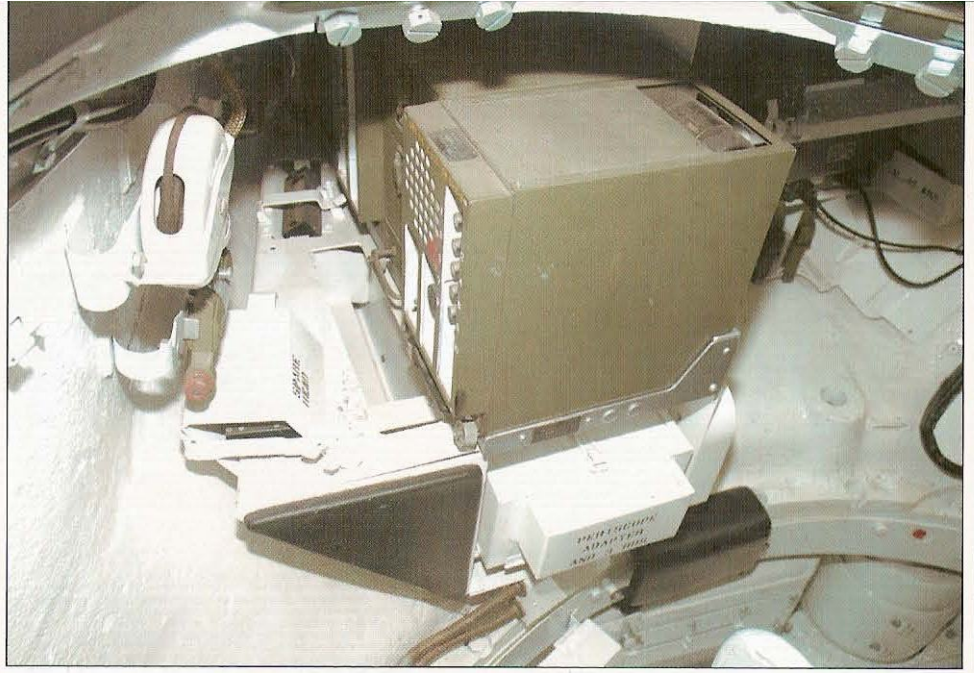


The operating rod for the pistol port door is properly positioned here. When in use, the rod engages the lug directly below the door to hold it open. At the bottom of the photo, the loader's seat is in its stowed position.

The pistol port door is open in this picture. To the right of the door are stowage racks for 550 rounds of .50 caliber machine gun ammunition, several boxes of .30 caliber ammunition, various clips of .45 caliber ammunition, 12 hand grenades, and various tools and supplies needed for the tank and crew.

On the other side of the turret bustle is the SCR-528 radio set. The radio is mounted lengthwise of the tank. Above the radio is a compartment light, and beside the radio, on the turret wall, is a retractable extension cable and handle that allows the commander to use the floodlight as a hand-held spotlight. (Chris Hughes)



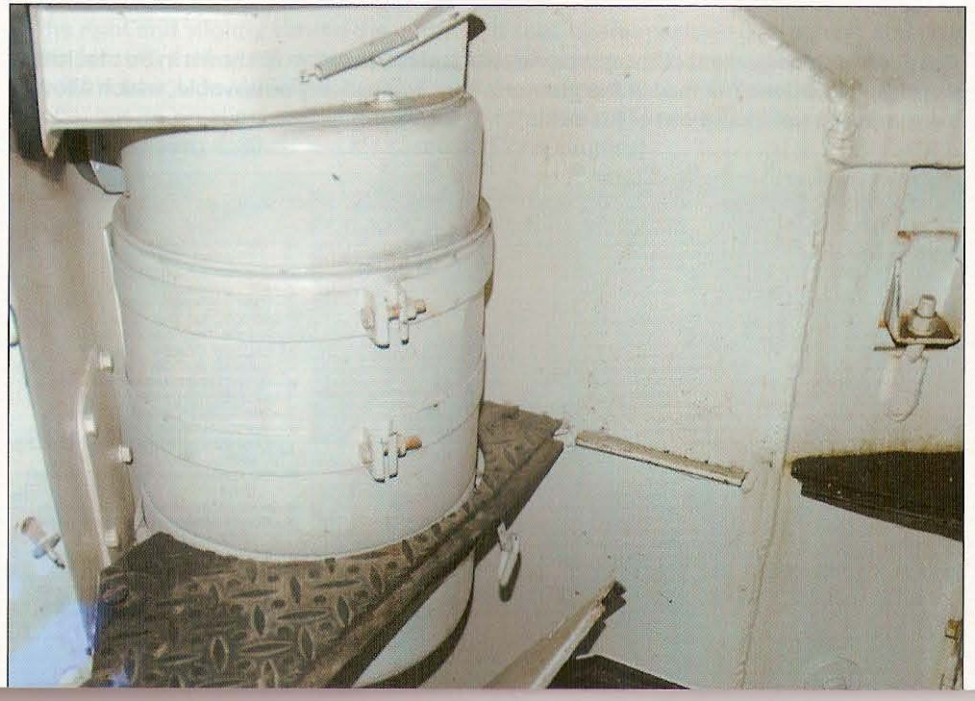


The SCR-528 was the standard tactical vehicle during WWII. The 200-pound set operated at 20 to 27.9 MHz and had a BC 604 transmitter, a BC 603 receiver, a BC 605 interphone, and two dynamotors. The 10-tube, 20-watt BC 604 had a 10-mile max. range. (Chris Hughes)

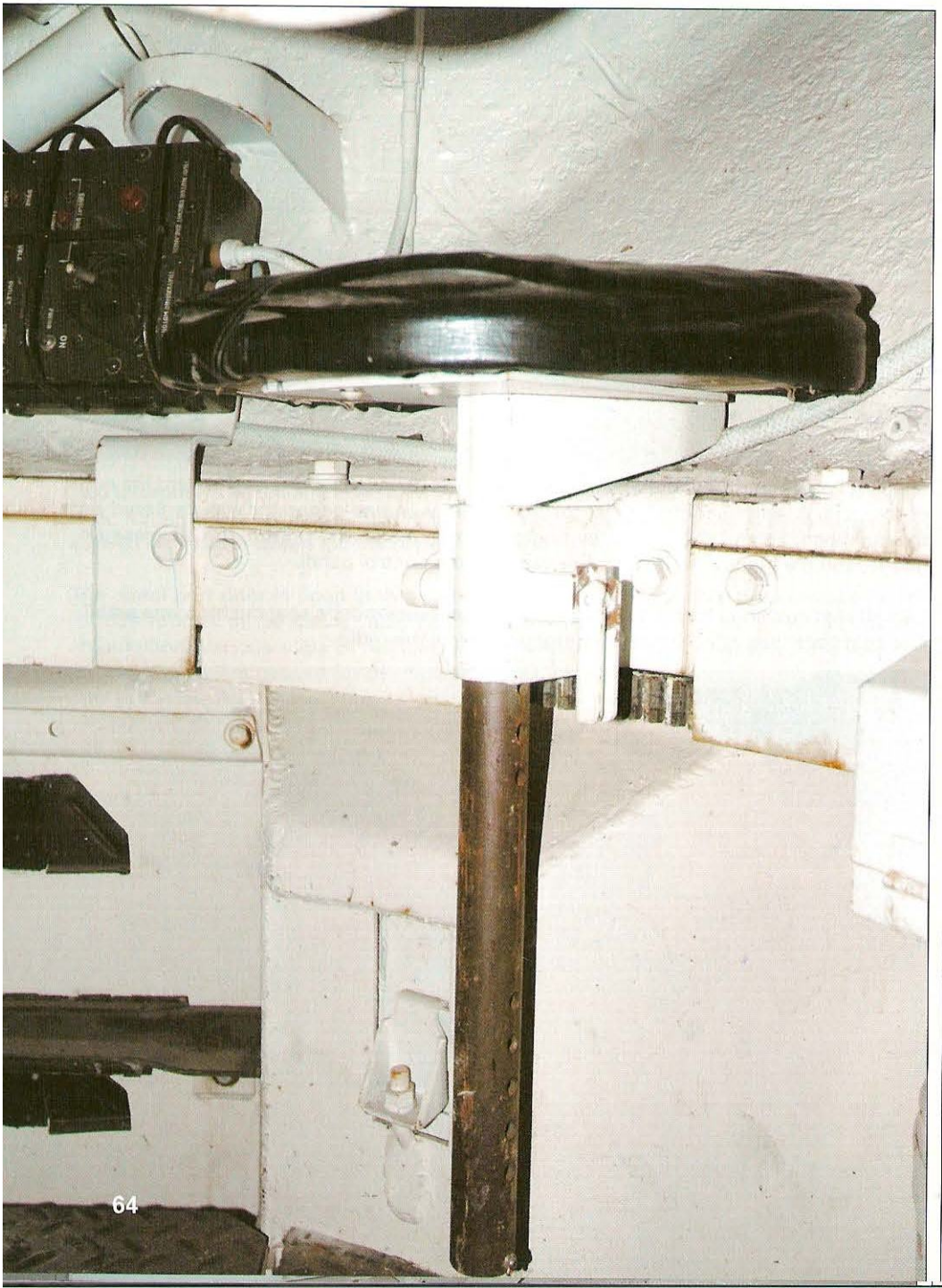
The main engine's oil bath air cleaners sat on each side of the auxiliary engine control panel. A manually controlled valve allowed the crew to select whether engine intake air was drawn from the fighting compartment or the engine compartment.

The engine compartment bulkhead was placed just below the turret ring toward the end of the tank. A simple control panel for the auxiliary engine-generator was centered on the bulkhead. From left to right, the engine primer, the starter button, the oil pressure gauge, and the ignition switch are the items on the control panel.

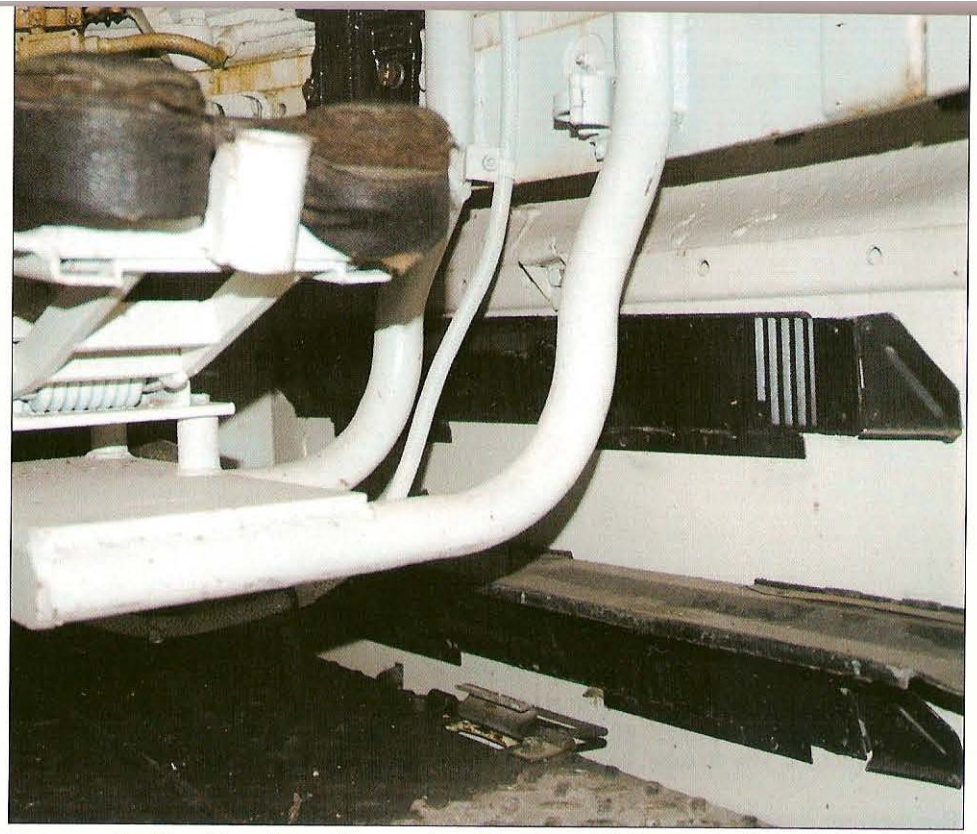
Like all seat cushions for the turret crew, the tank commander's seat cushion was small. The seat back was attached to the turret just below the radio.



The commander's seat back had a wide range of height adjustments, which allowed him to ride inside the tank or with his head above his cupola.

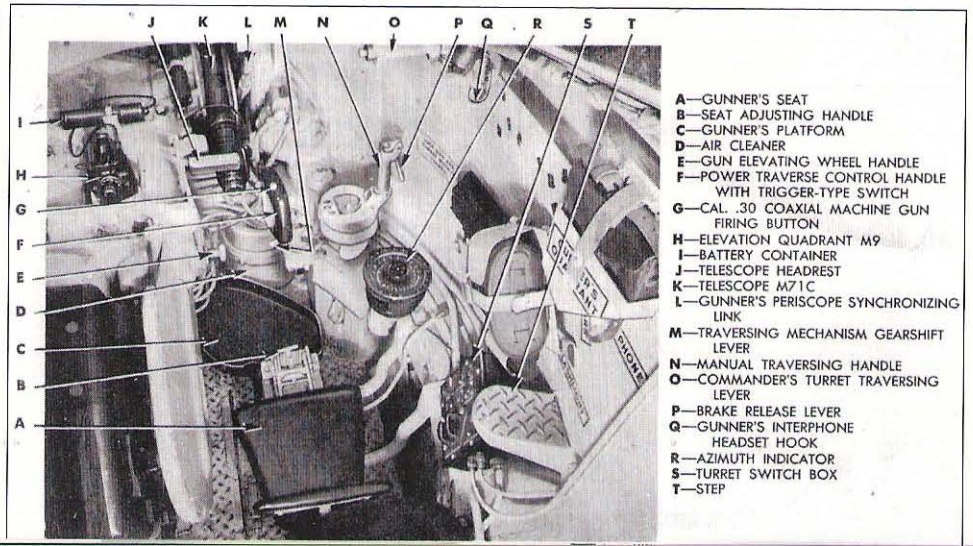






Because the Pershing did not have a turret basket, the gunner's seat was suspended from the turret wall. The gunner's seat also was the most comfortable seat inside the turret.

The general arrangement of the gunner's seat and his position is shown in this technical manual illustration. The rear of the gunner's seat was quickly removable, which allowed the gunner to get in and out of his seat.

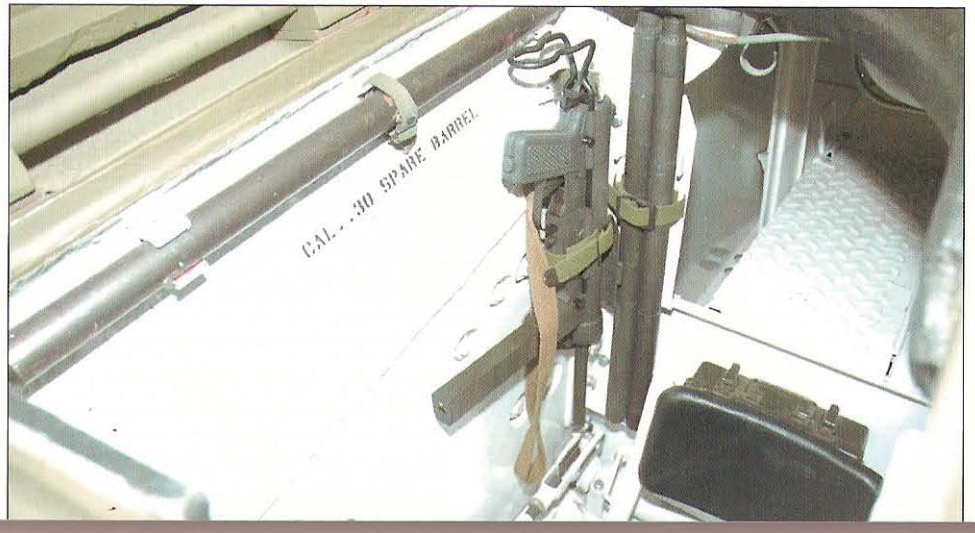


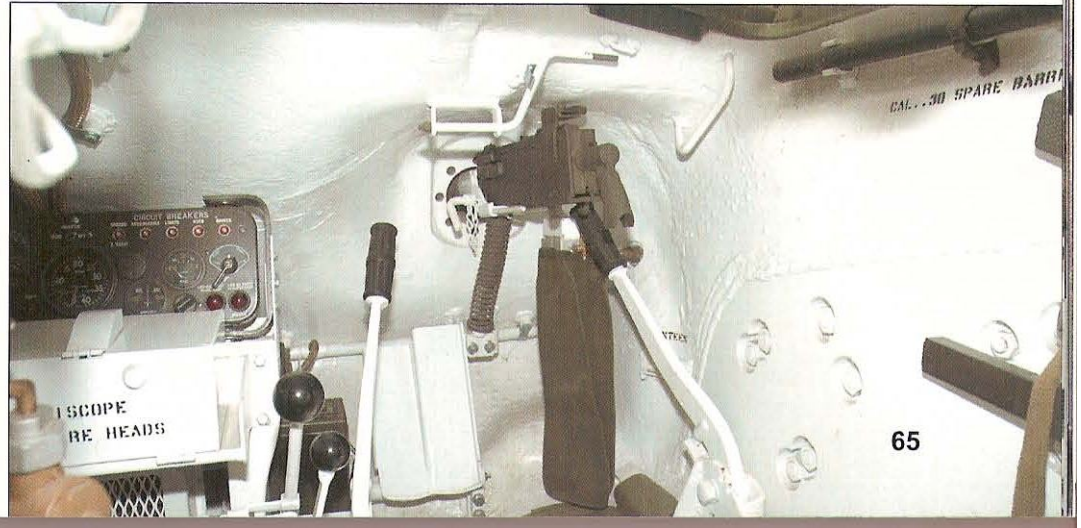
Like the driver, the codriver always had an a M6 periscope in his hatch. Inboard from and adjacent to the periscope is a small release handle. This handle released the catch that held the hatch open so the hatch could close. (Chris Hughes)

An escape hatch was located in the floor directly ahead of the codriver's seat. Steering control levers were located on either side of his seat, and these levers also served as vehicle brakes. The accelerator pedal is visible in the floor. No clutch was necessary, as it had a Torqmatic transmission.

To the right and slightly behind the codriver's seat, spare machine gun barrels and one of the four .45 caliber M3 submachine guns were stowed. The submachine guns were part of the tank's On Vehicle Material. The M3's maximum rate of fire was 450 rounds per minute, but its practical rate of fire was a third of the maximum. Command tanks were also supplied with a .30 caliber M1 carbine. (Chris Hughes)

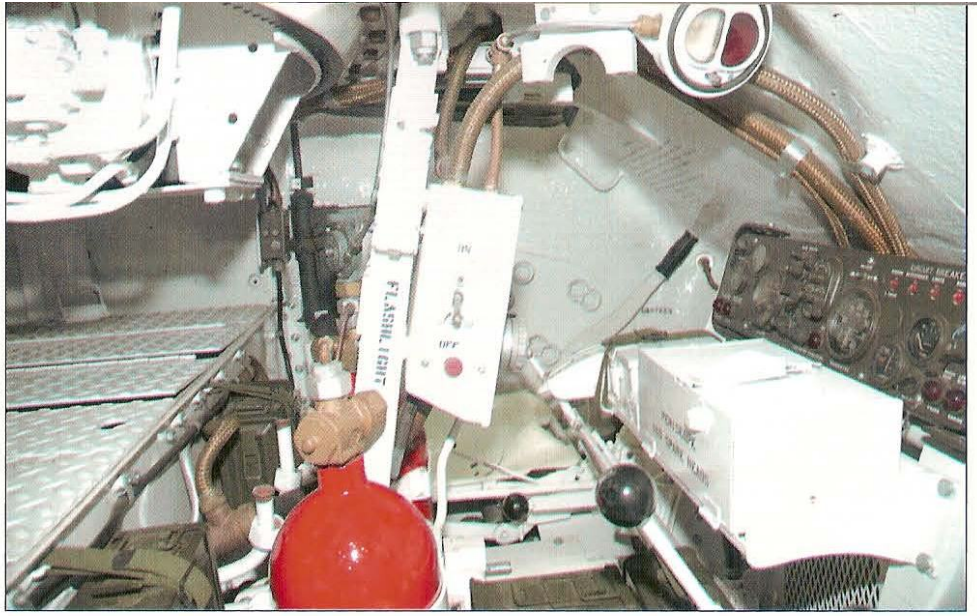
Directly ahead of the codriver is the ball-mounted bow machine gun, a .30 caliber Browning M1919A4. Aiming was crude and was accomplished by watching shot placement through the periscope. A canvas bag was provided to catch spent shell casings that otherwise would litter the floor and possibly foul controls. (Chris Hughes)



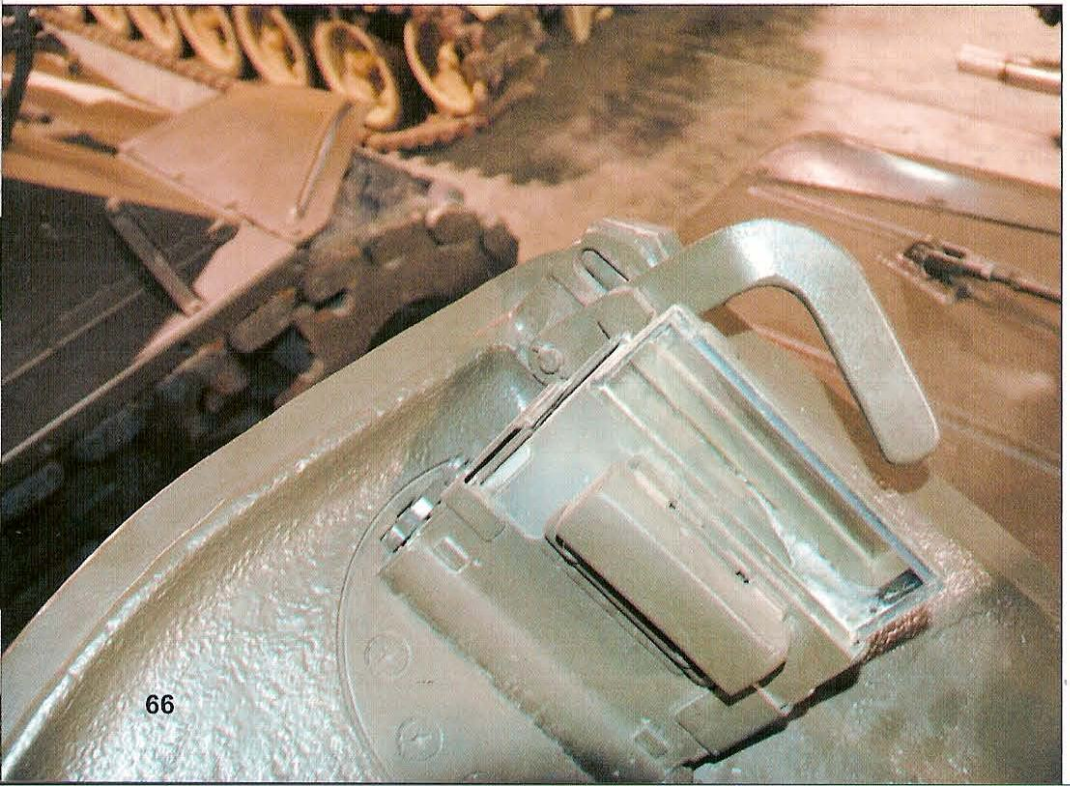
Several .30 caliber ammunition boxes were stowed between the codriver and driver. The codriver's interphone box was located behind the left side of his seat. (Chris Hughes)

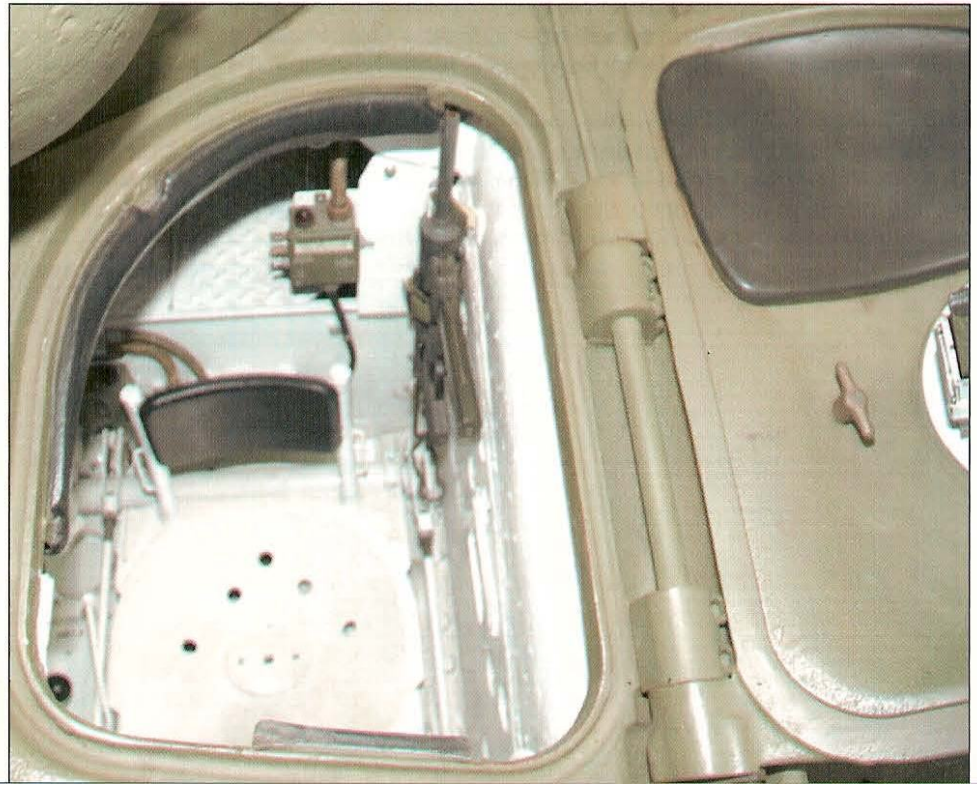
A periscope was mounted in the center of the hatch. Forward of the periscope was the hatch locking and opening lever. All interior surfaces of the tank's hatches were painted olive drab to improve camouflage when the hatches were open.

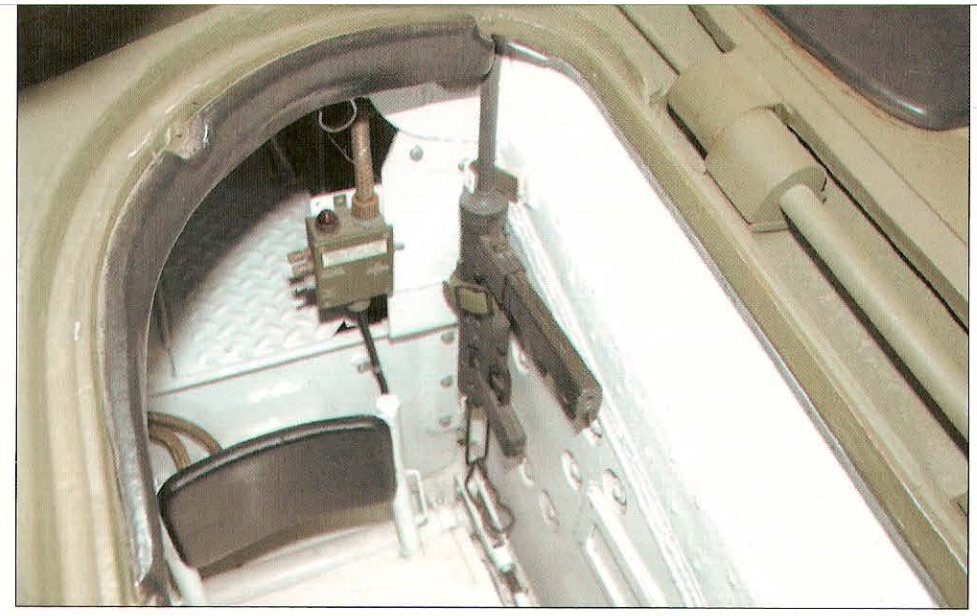



A compartment light was positioned above and to the left of the codriver's head. The instrument panel was positioned between both drivers to allow either one to monitor the vehicle's operation. (Chris Hughes)

The driver's position was on the left front of the hull. His hatch was similar to the codriver's hatch. The padding hung directly over crew members' heads. (Chris Hughes)

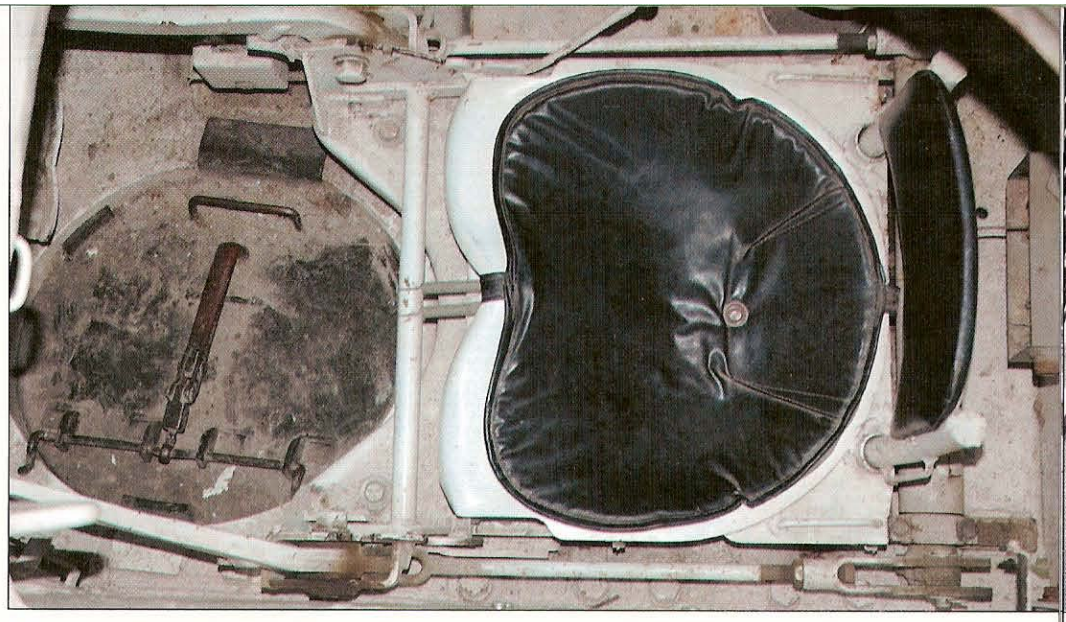






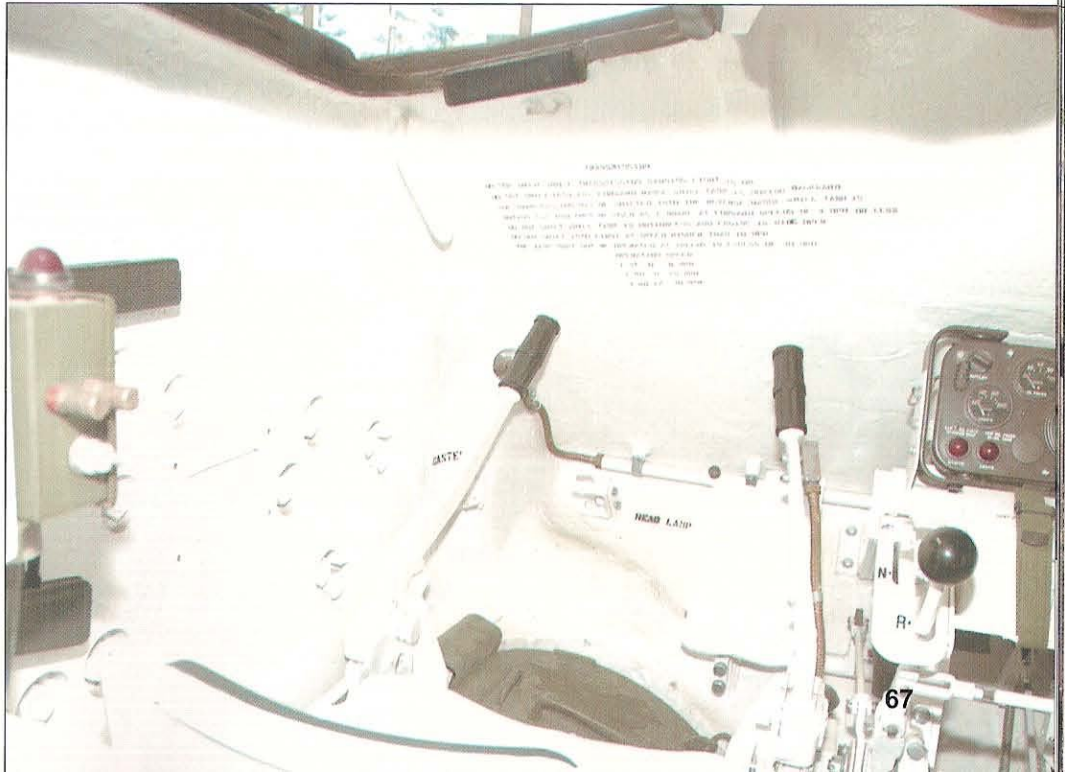
An M3 submachine gun, known as the "Grease Gun," was stowed to the driver's left. The driver's interphone control box was behind his left shoulder. Padded backrests were provided for the driver and codriver. (Chris Hughes)

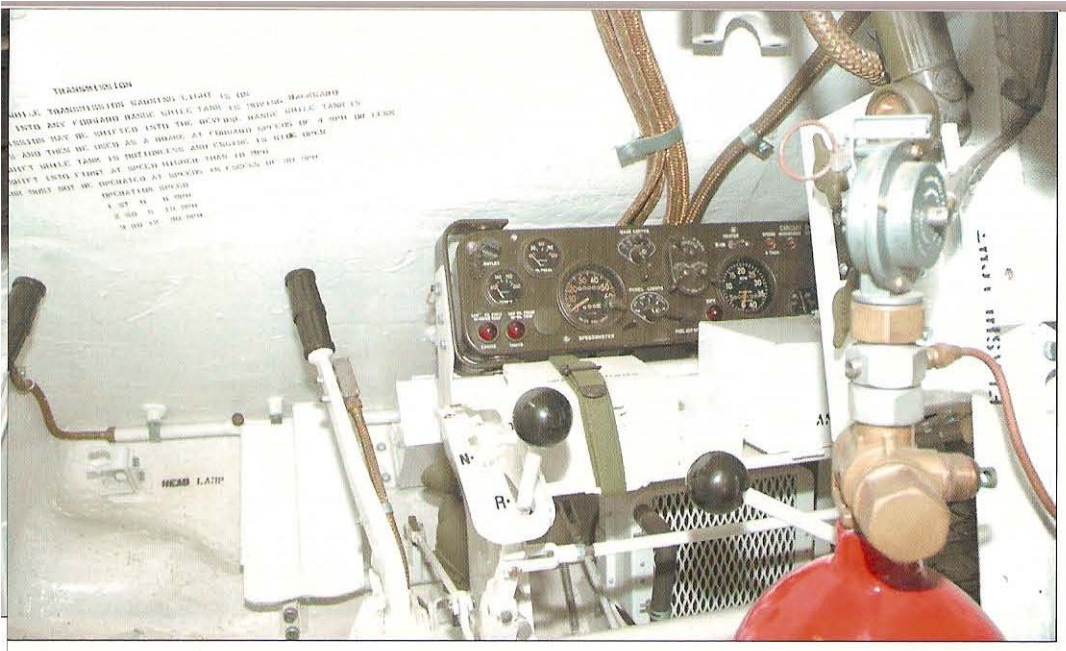
By pulling the large central lever on the hatch, the escape hatch would drop from the tank.The blackout headlight assembly was stowed behind the instrument panel.



The drivers' seat backs could be slipped out of their mountings to allow the turret crew to pass through these positions when exiting through the escape hatches.

Basic transmission warnings were stenciled on the inner hull in front of the driver. At the right of this photo and the driver's seat is the transmission range selector lever. A linkage connects this control to a similar one on the codriver's left. (Chris Hughes)



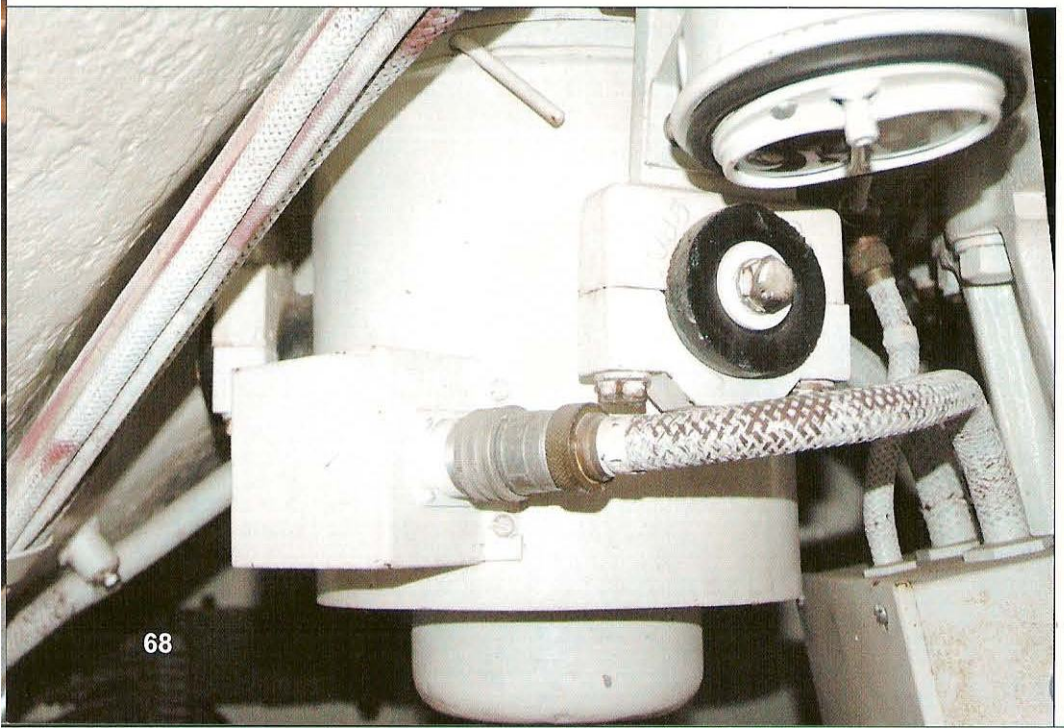


A pair of fixed fire extinguisher bottles were mounted between the driver and codriver. The personnel heater was located beneath the instrument panel. The Torqmatic transmission made the Pershing easier to drive than most trucks of the period. (Chris Hughes)

The Pershing instrument panel included numerous warning lights and meters and served as the main circuit breaker panel. A socket for plugging in an inspection light is on the upper left of the panel.

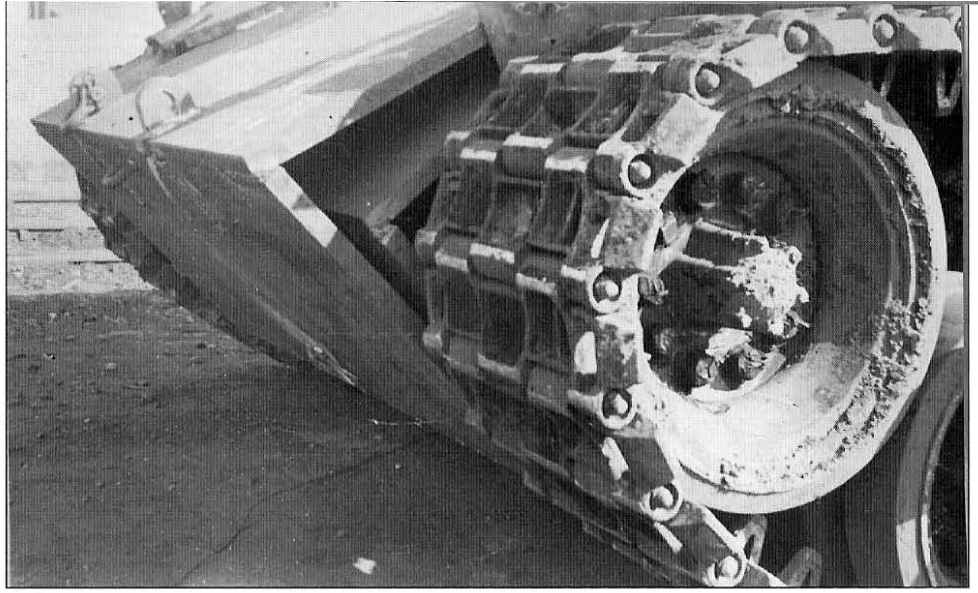
The Rotoclone blower was suspended from the hull roof above the instrument panel that was between the driver and codriver. This blower is the 1000 cfm model.

The electrical master switch box was mounted to the right of the driver. The 24-volt switch was for vehicle power, and the 12-volt switch was for radio power. At the front of the box was a slave receptacle. All of these items are painted red in this example.



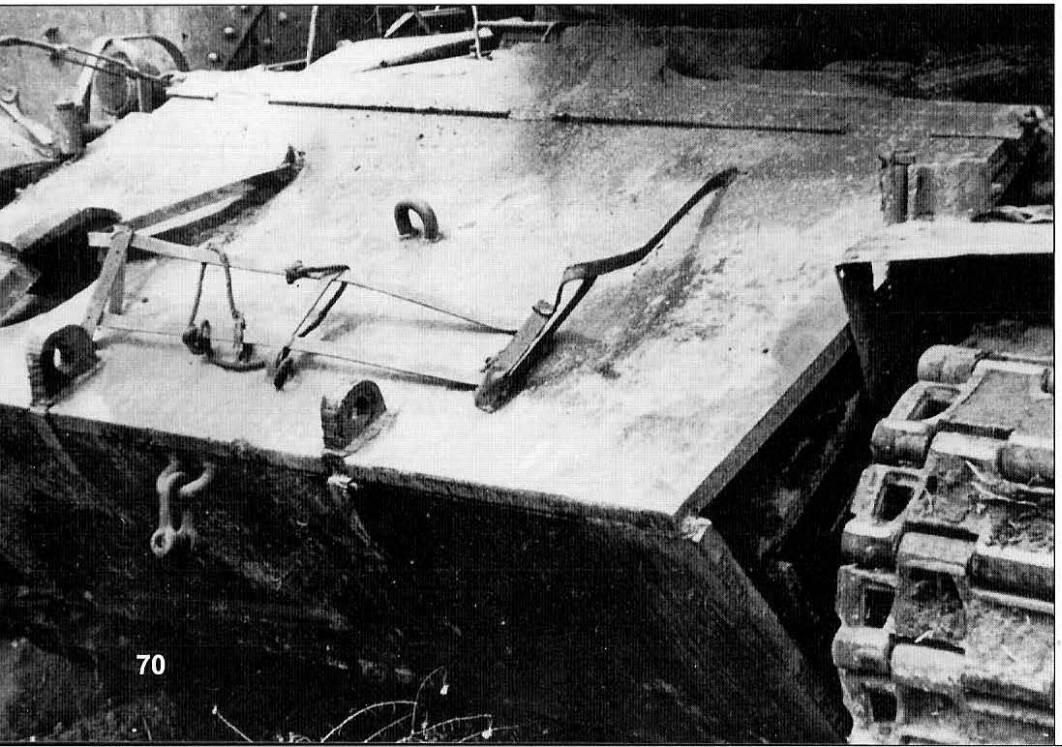
This tank is the T26E4 "Super Pershing." In an effort to counter the heaviest German armor, the army developed the T15E1 high velocity 90 mm gun. The experimental T26E1 (serial number 1) was rebuilt with this weapon and was redesignated the T26E4. This vehicle was shipped to Europe for field trials. The Third Armored Division maintenance personnel, lead by *Death Traps* author Belton Cooper, decided to increase the tank's armor protection. An 80 mm armor plate, cut from a Panther, was attached to the mantlet. This modification created one of the most celebrated of the Pershing tanks.

The T15E1's length and weight meant that the equilibrator springs were externally mounted on the first two temporary pilot models. Before the first pilot was shipped to Europe, the springs were enclosed in cylinders. This tank was built as a T26E1, and it was equipped with a large circular loader's hatch. (Patton Museum)

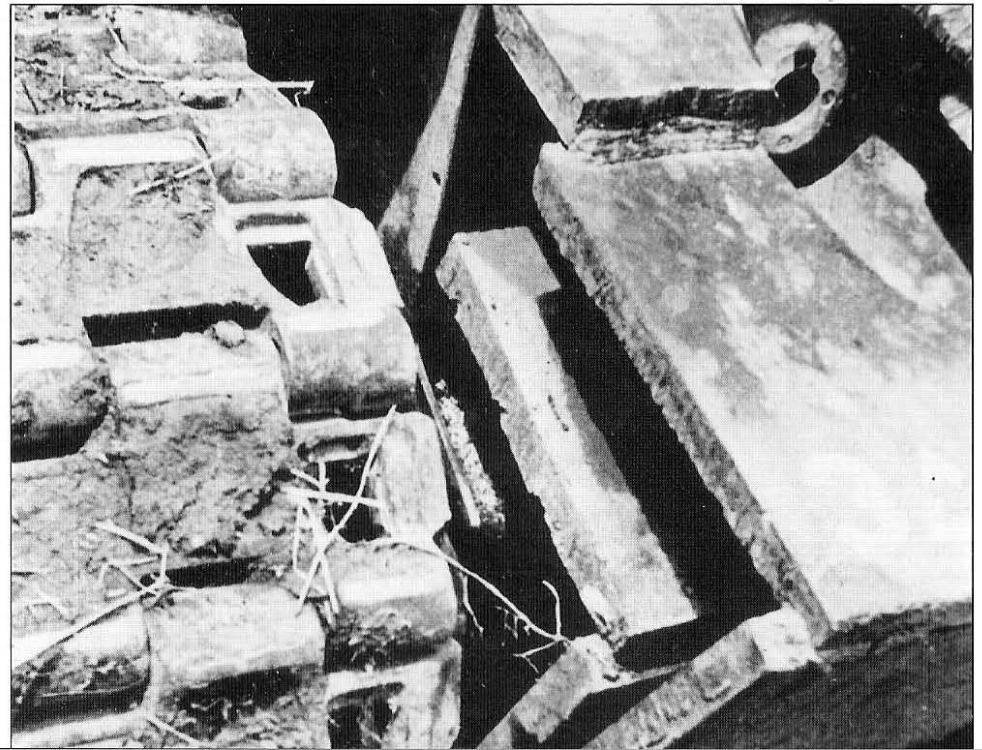


Crews anticipated a duel with heavy German tanks and were compelled to uparmor the front of the tank. Two layers of spaced armor, made from boilerplate, were added to the front of the hull. Combined with the additional mantlet armor, which was cut from a Panther glacis, this armor increased the tank's weight by five tons. (Patton Museum)

The additional weight caused an overburdened suspension and powertrain. Even under the best conditions, the Pershing's engine was barely adequate. The anticipated duel with a Tiger never came to pass. (Patton Museum)



With the end of hostilities in Europe, the T26E4 pilot was relegated to a vehicle dump with its additional armor still intact. Concerns in Europe caused 1,000 orders for production vehicles, but only 25 were eventually completed. (Patton Museum)



All T26E4 models had a large counterweight welded to the turret's rear to offset the weight of the long gun and to let the turret continue to traverse easily. (Patton Museum)

The second pilot tank and 25 production tanks were armed with the T15E2 90 mm cannon, which used two-part ammunition. Production tanks were equipped with an internal hydropneumatic equilibrator rather than external springs. (Patton Museum)

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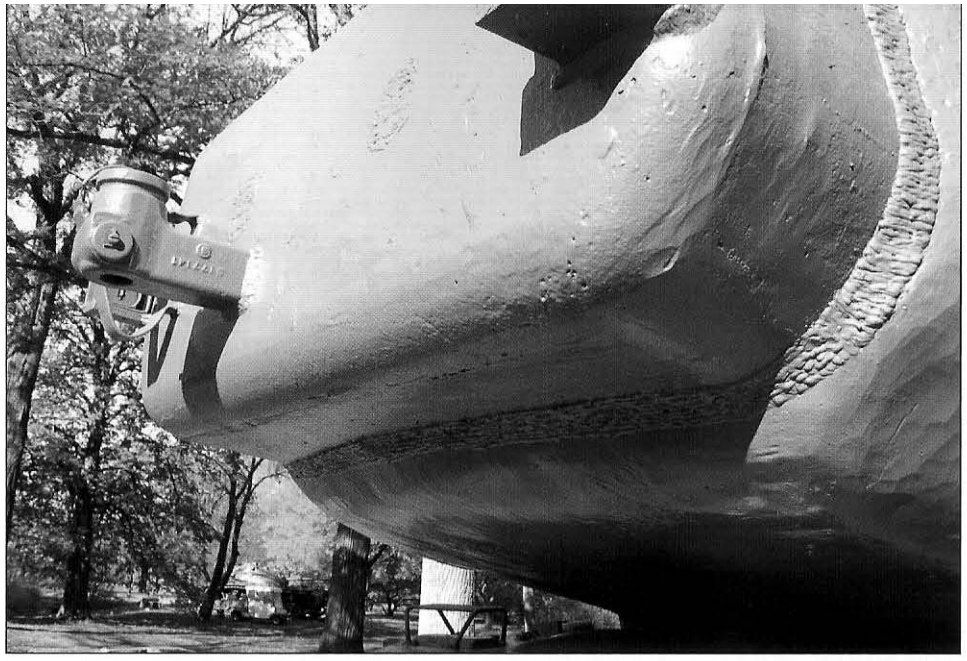
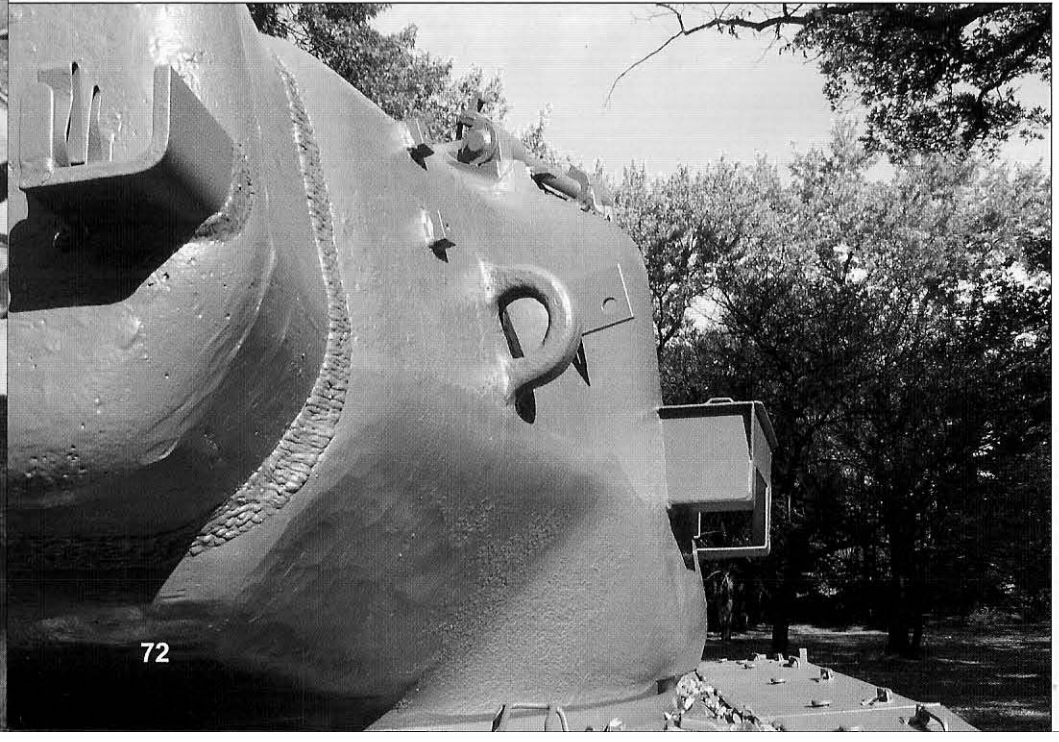
The second pilot was converted from a production T26E3. It had a small loader's hatch like the production T26E4 tanks. (Patton Museum)

The production T26E4 vehicles did not have the inboard auxiliary periscopes for the driver and codriver, and their positions were filled with armored plugs. (Scott Taylor)

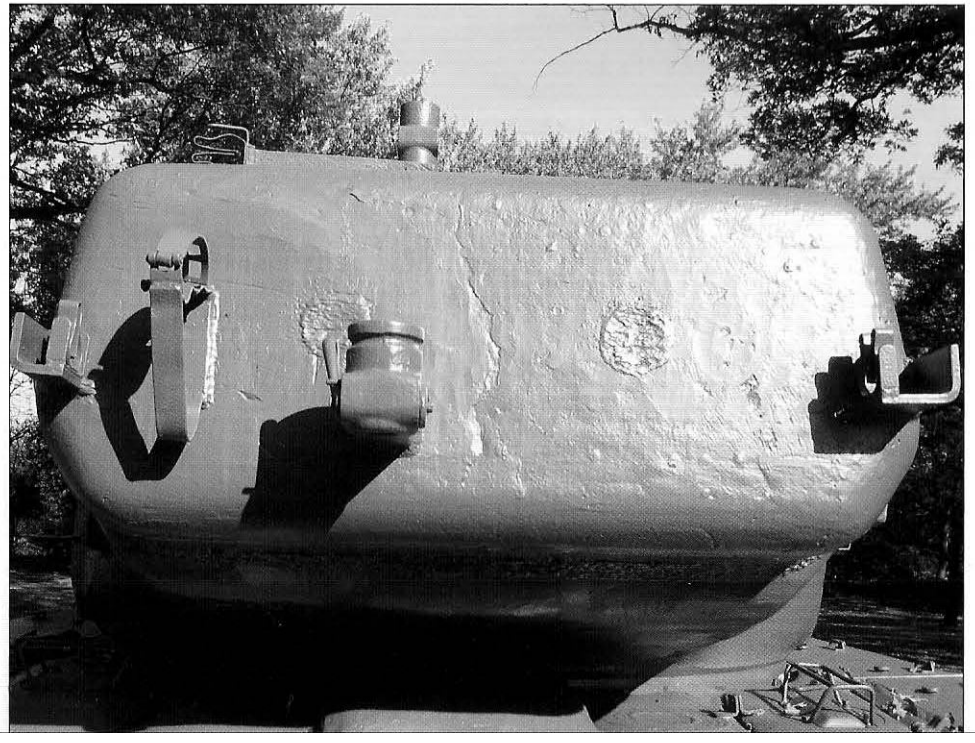


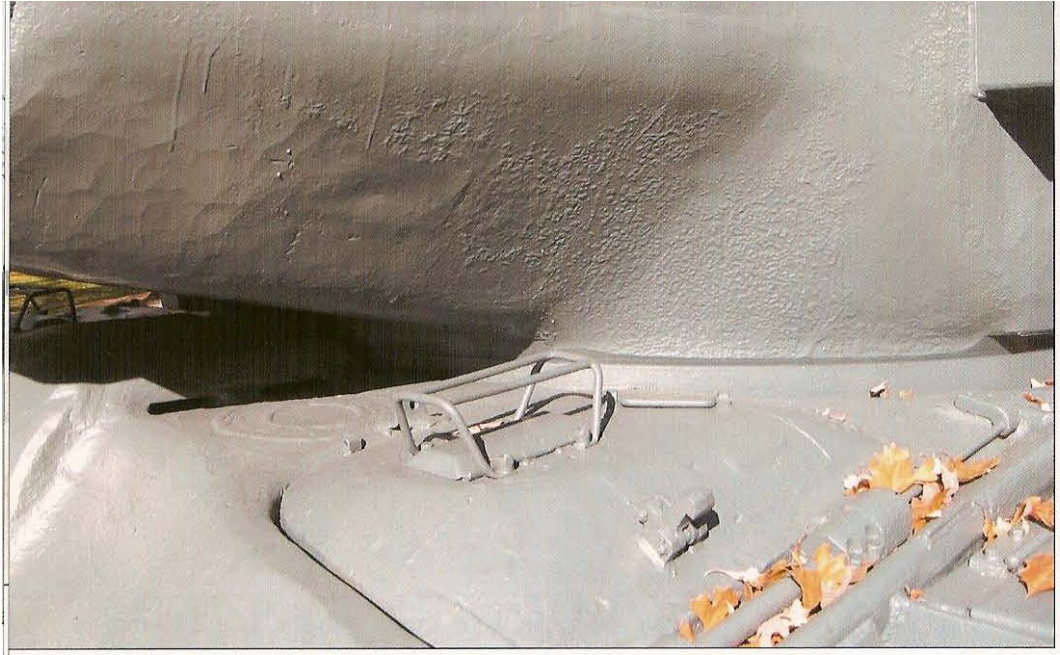
Beyond the gun tube's additional length, the key identifying feature of the T26E4 was the large counterweight welded to the turret bustle. (Scott Taylor)

Despite an initial order for 1,000 of these tanks, decision makers felt a new turret casting was not warranted. Thus, normal production T26E3 turret castings were modified for use on the T26E4. (Scott Taylor)



Stowage brackets for the M2 .50 caliber machine gun were normally located on the rear of the turret bustle. However, these brackets were relocated to the rear of the counterweight on the T26E4. (Scott Taylor)





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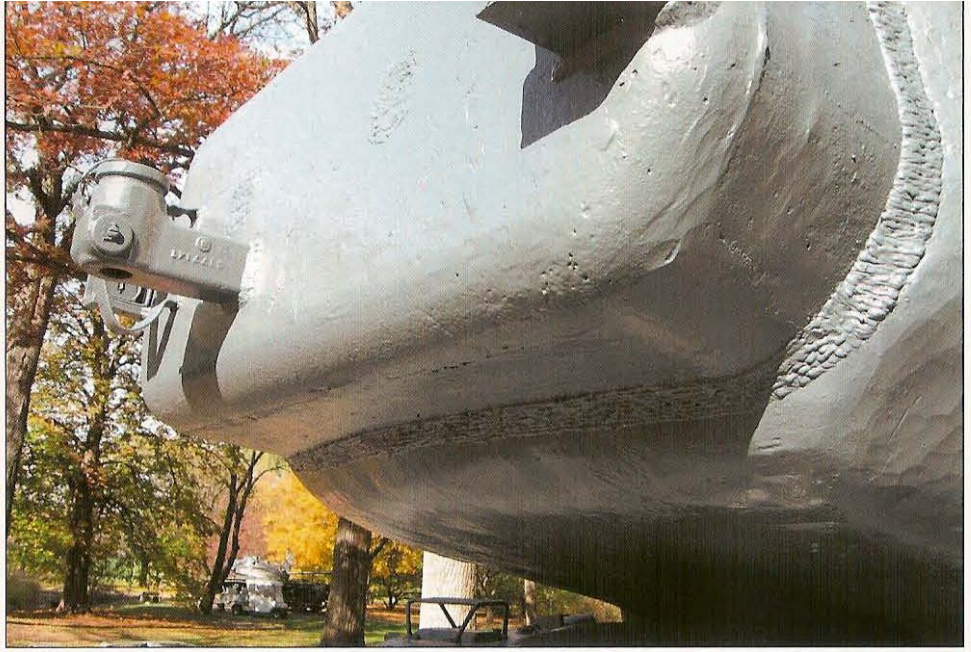

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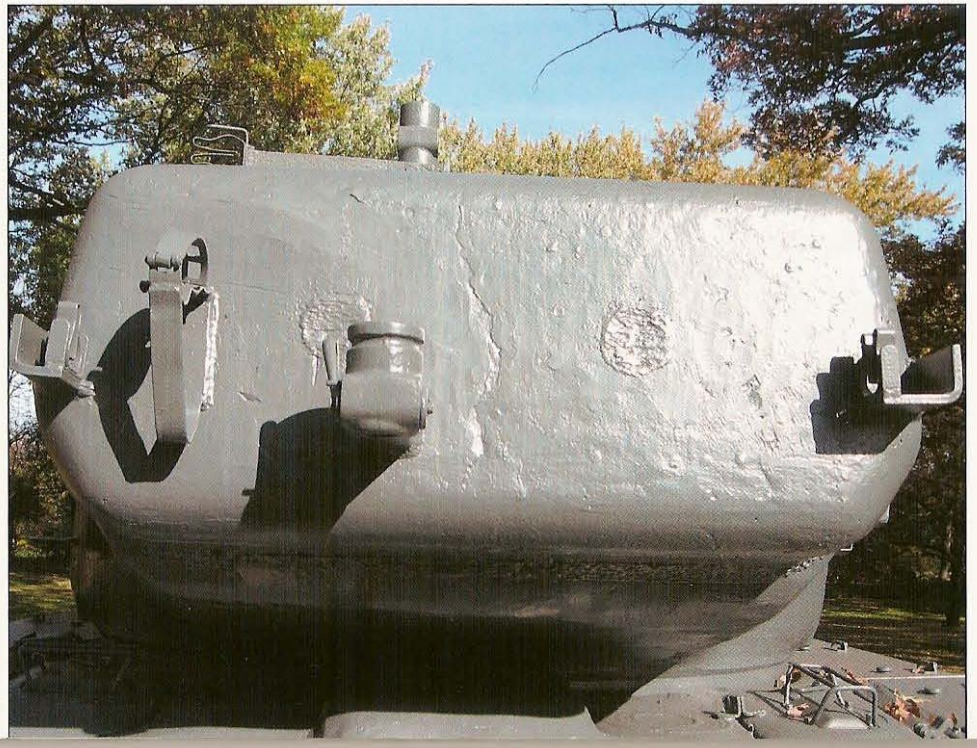
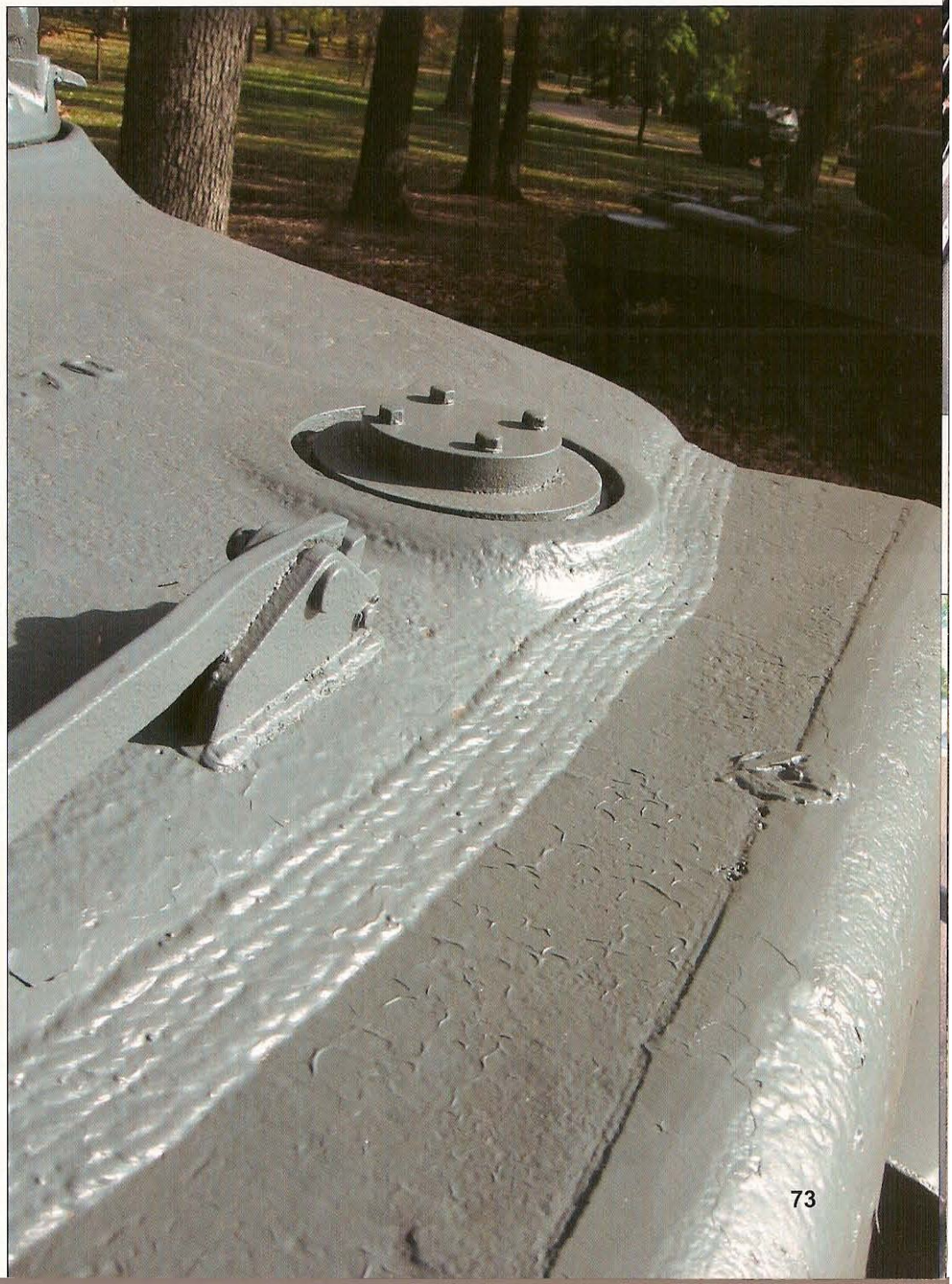


The heavy weld beads are indicative of the need to preserve armor protection while simultaneously joining two large steel castings. (Scott Taylor)

While the rear of the original Pershing turret was slightly rounded, the counterweight of the T26E4 was transversely flat. (Scott Taylor)



The welding extended to the underside of the turret/counterweight joint. (Scott Taylor)

The rest on modified turrets for the anti-aircraft machine gun barrel remained in the normal position on the Pershing. (Scott Taylor)

General Steel Castings cast this turret in May 1945. The production order for the T26E4 was placed in March 1945, but Fisher Tank Arsenal only completed 25 ovehicles by VE Day. (Scott Taylor)

The reason for the counterweight was the extremely long T15E2 main gun. This weapon was 5.5 feet longer than the M3 main gun found on the T26E3. (Scott Taylor)

The extra gun tube length meant the gun was vulnerable to damage when traversing rough terrain. Hence, the T26E4's travel lock was relocated to the engine deck's top rear to keep the muzzle from digging into the ground when crossing ditches. (Scott Taylor)

The travel lock's mounting lugs extended over the rear hull plate. A conventional exhaust outlet was used. (Scott Taylor)

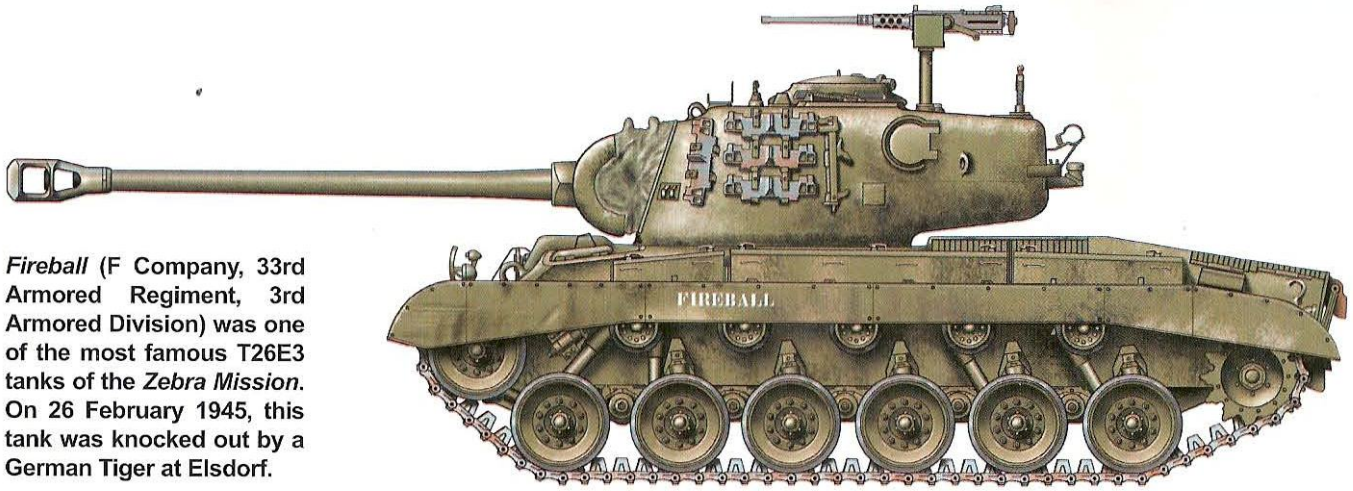
The T26E4's travel lock was a different casting and was considerably taller than the one used on other Pershings. (Scott Taylor)

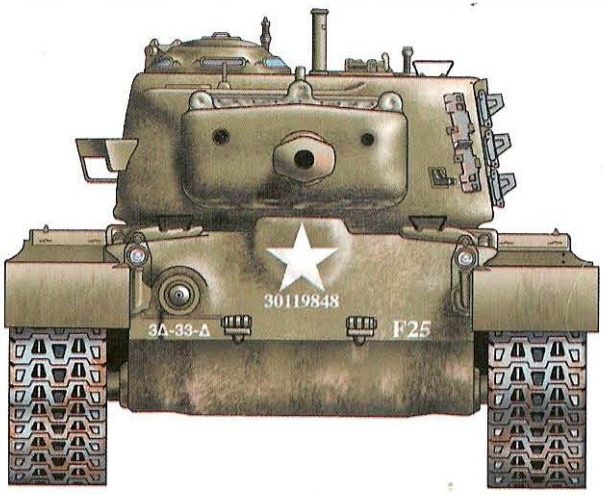
Despite these differences, the travel lock's purpose was the same as travel locks used on the conventional Pershings. (Scott Taylor)

The top rear portion of the T15E2 gun tube had a pronounced groove in it. This groove gradually vanished as it neared the muzzle. (Scott Taylor)

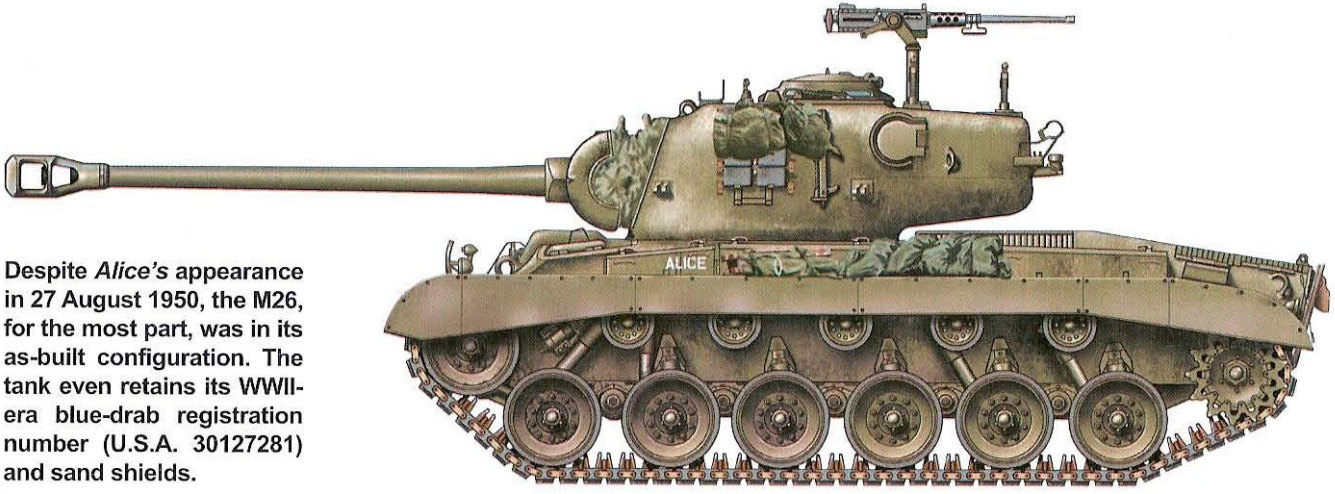
A muzzle brake was attached to the end of the T26E4 cannon. However, no "Super Pershings" saw combat except for the initial pilot that was field tested in Europe. Some of the 25 production vehicles were used as test vehicles, and most were eventually expended as hard targets. (Scott Taylor)

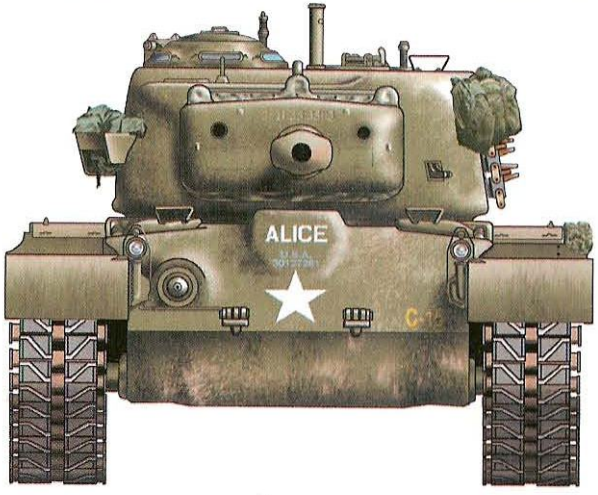
*Fireball* (F Company, 33rd Armored Regiment, 3rd Armored Division) was one of the most famous T26E3 tanks of the *Zebra Mission*. On 26 February 1945, this tank was knocked out by a German Tiger at Elsdorf.



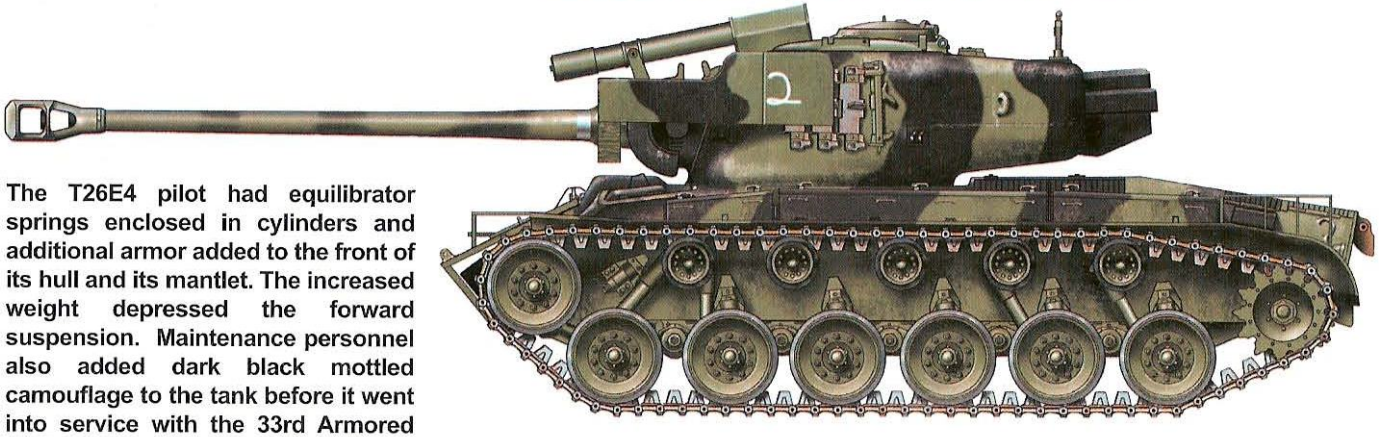



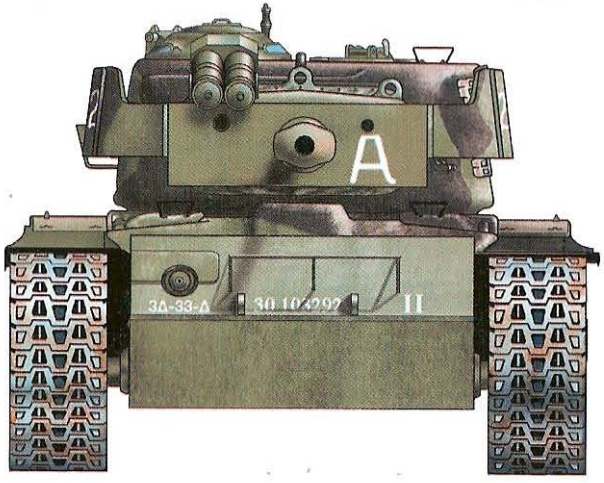

Despite *Alice's* appearance in 27 August 1950, the M26, for the most part, was in its as-built configuration. The tank even retains its WWII-era blue-drab registration number (U.S.A. 30127281) and sand shields.

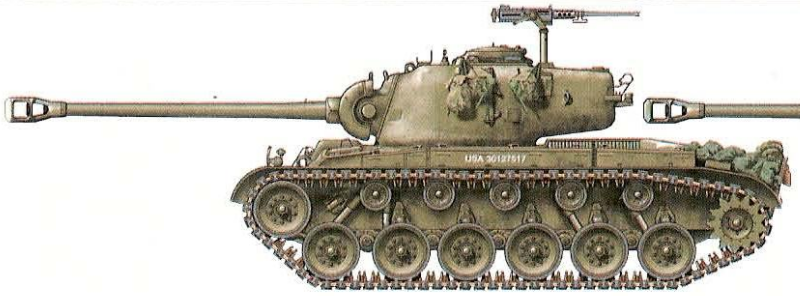


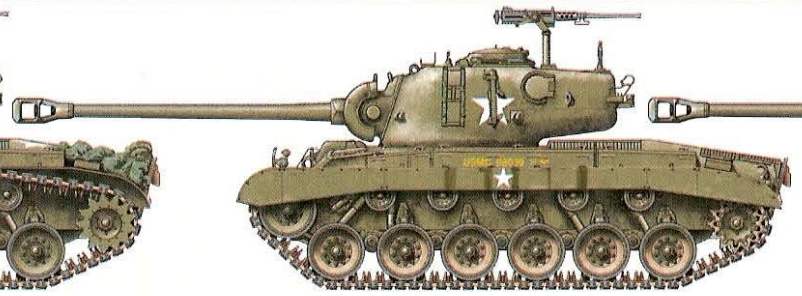



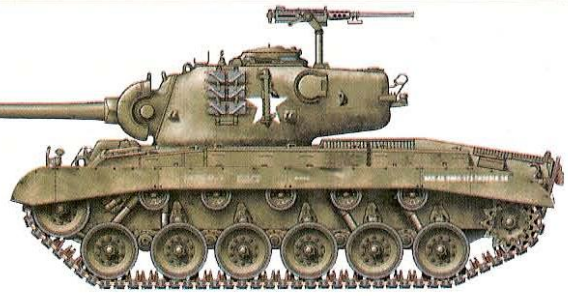

The T26E4 pilot had equilibrator springs enclosed in cylinders and additional armor added to the front of its hull and its mantlet. The increased weight depressed the forward suspension. Maintenance personnel also added dark black mottled camouflage to the tank before it went into service with the 33rd Armored Regiment, 3rd Armored Division.





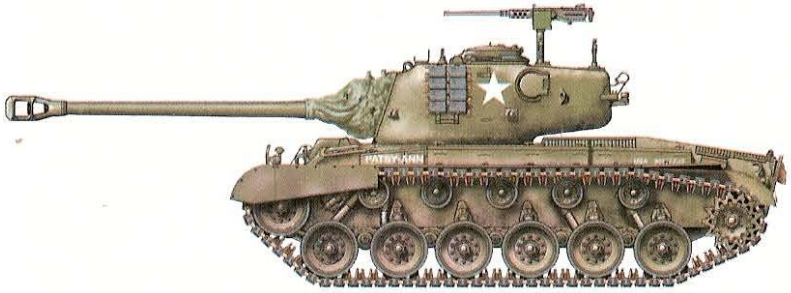




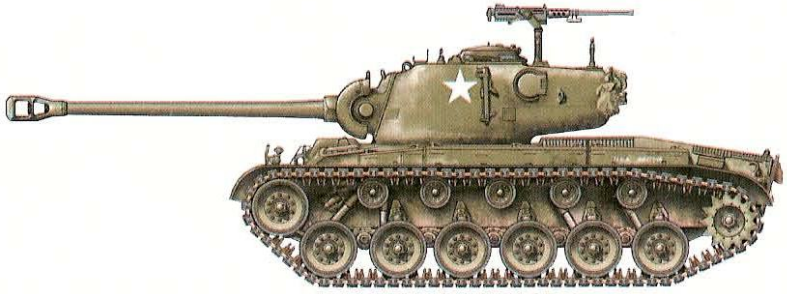
(Left) This M26 was assigned to the 72nd Tank Battalion and supported the 9th Infantry Regiment along the Naktong River in September 1950. Although the Pershing only saw limited use in WWII, it proved itself in Korea.

(Middle) 1st Platoon, Company B, 1st Marine Tank Battalion tanks were key to the fighting near Kimpo airbase in September 1950. Most USMC Pershings did not display the National Symbol (star), but this one is an exception to that rule.

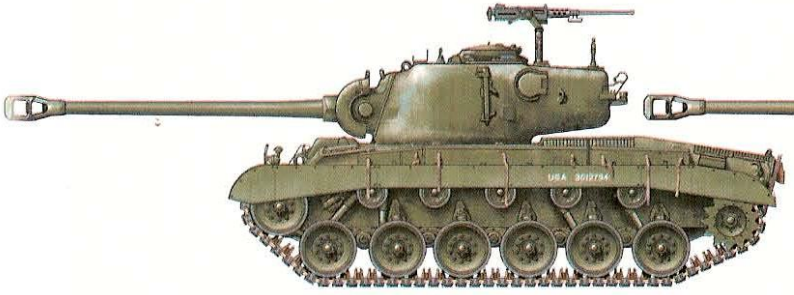
(Right) Sgt. Chester Key commanded this Pershing (serial number 22) when it came under night fire on 1 March 1945. Sgt. Key was killed in action, but the tank later rejoined the A Company, 14th Tank Battalion, 9th Armored Division.

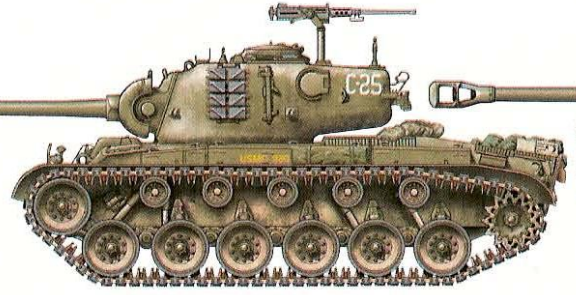


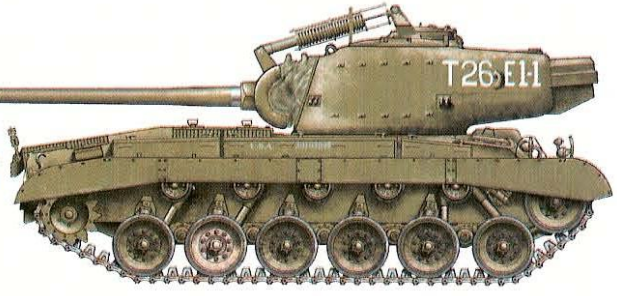

*Patsy Ann* is an M26 Pershing assigned to C Company, 73rd Tank Battalion. Hard use removed most of the tank's sand shields and the entire left fender. This tank used a canvas cover over its entire mantlet (more commonly found on the M46). On 17 August 1950, 13 NKPA tanks and 5 self-propelled guns were destroyed in action.



This Pershing was assigned to C Company, 73rd Tank Battalion. It appeared in position in the *Bowling Alley* near Tabu-dong on 24 August 1950. Tabu-dong had some of the fiercest tank action in the Korean War. The tank battles took place in seven consecutive nightly clashes between U.S. and North Korean armor.



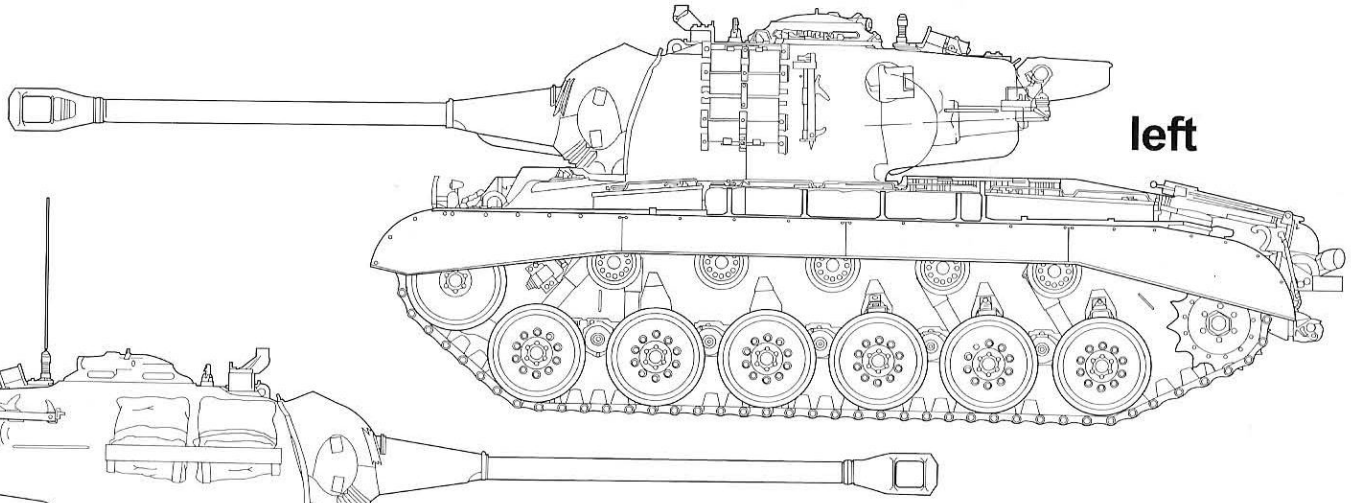



(Left) This Pershing is one of the first three tanks rebuilt in Japan and rushed to Korea in July 1950. Only semi-gloss olive drab paint and basic markings were applied. These three dispatched Pershings overheated because they had the wrong fan belts.

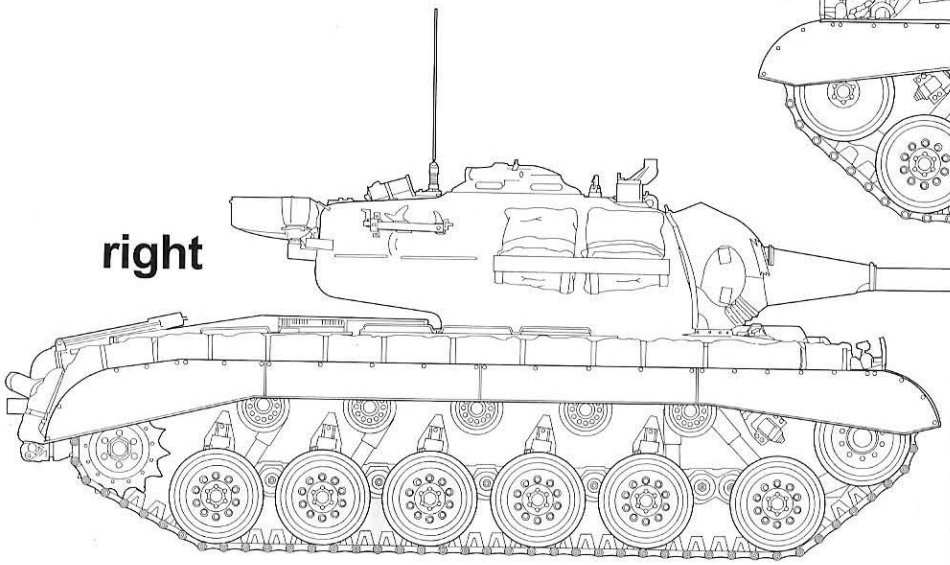
(Middle) Marine Corps tankers in Korea used the Pershing with great effect. The tank itself was olive drab and had yellow tactical markings and white informational stencils. The all-steel T80E1 double pin track caused problems during winter on the icy roads.

(Right) This tank is T26E4 pilot number 1 as it appeared during trials at Aberdeen Proving Ground in January 1945. This tank was later shipped to Europe for field trials, and its appearance in theater differed considerably from its as-built configuration.



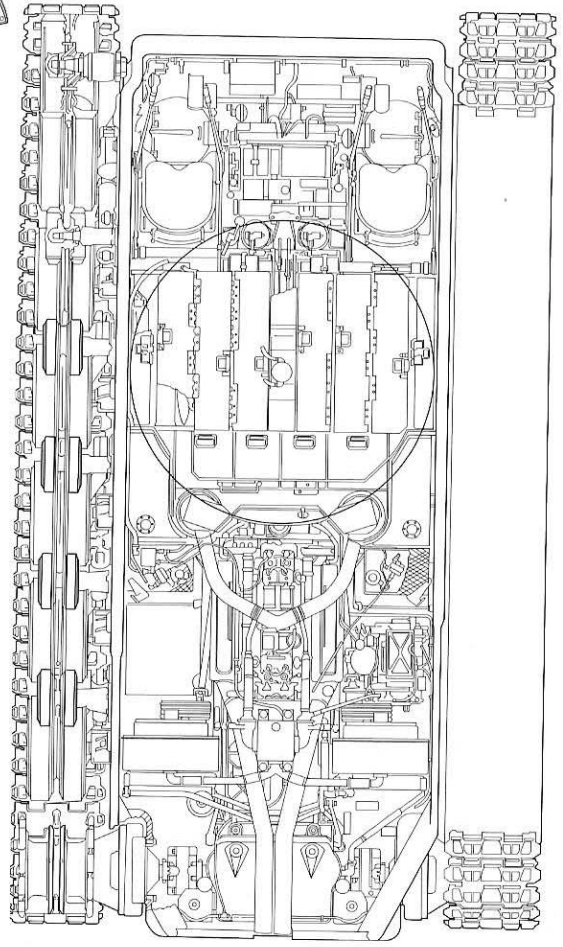
left

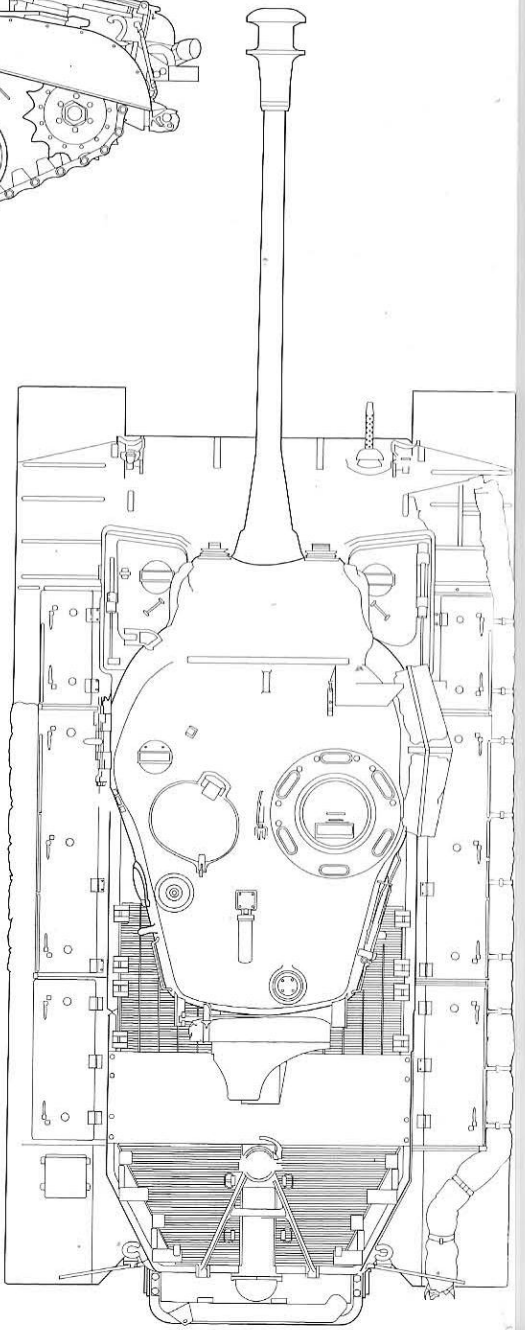
top



right

horizontal cross-section





## M26 Vehicular Characteristics

**Weight Fully Equipped**.....Approx. 43.25 Tons
**Engine**.....Ford V-8 Liquid Cooled, Model GAF
Net HP 500 at 2,600 RPM
**Transmission**..... Torq-matic 3 Ranges Forward & 1 Reverse
**Performance**.....Max. Vehicle Speed 25 MPH
Crusing Range Approx. 100 miles
Max. Grade Ability Ascending 60%
Max. Grade Ability Descending 60%
Max. Fording Ability 48 inches
Max. Obstacle Ability 46 inches
Max. Trench Crossing Width Approx. 7.9 Feet

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